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[a761]

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[384-2]

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[a24]

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Hongkong, 4th January, 1912. [157]

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Hongkong, 1st September, 1910. [a39]

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Hongkong, 4th December, 1907. [a87]

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Kowloon, 26th March, 1912. [1352]

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Hongkong, 31st July, 1907. [127]



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## The Daily Press.

HONGKONG, MARCH 26TH, 1912.

While to the outside world Japan appears to be as thoroughly open to international intercourse as any Western country, those who go below the surface may find indications that Japan still nurses a spirit of seclusion in regard to foreign ideas. Of course, the seclusion is not absolute. A large number of students are sent abroad every year who naturally bring back foreign ideas, which occasionally result in some professor boldly setting himself against the authorities and promptly being called upon to resign. The highly educated also, who can consult foreign books without the aid of translations, are also more or less freed from official trammels provided they keep their opinions to themselves. These, however, form but a very small proportion of the nation, the great mass of which is under the mental guidance of the Government Departments. This mental seclusion is chiefly with the end of keeping out so-called "dangerous thoughts," a rather vague expression which is made to cover all ideas in any way conflicting with the established order of things. As the principal directors of education, naturally the authorities make full use of their position to guide the mind of the young. Lately, in view of the Socialist plot, much attention has been directed to the improvement of ethical teaching in the schools; the history books have been revised, and teachers directed to call attention to the unique character of Japan's history and her superiority in this respect to all other nations. Any original or independent views

of history are sternly discouraged in the schools; discussions are forbidden, and the teachers relegated to the position of automata, guaranteed to grind out the views of the Department of Education on all subjects, with absolute precision. As only a very small proportion of the students ever get higher than the Middle Schools, which they leave at 17 or 18, it is evident that the views of the mass of the people are formed on what is taught them in these schools. Even if Japan had not the most difficult system of writing in the world, it is obvious that under these conditions there is little chance of any intellectual movement among the people at large. Thus Japan occupies the peculiar position of being intellectually still in seclusion while physically in full intercourse with the world. To Western ideas the results of such a seclusion cannot but be detrimental, since the permanence of the barrier cannot be guaranteed and any sudden rush of ideas might serve to shake the foundations of the State. At the beginning of the Meiji era, corresponding to the opening of the country, new ideas flowed in very rapidly, under the stress of enthusiasm. Education was the watchword and a remarkably complete system of compulsory education was established. The Press arose to be a power, although not without serious struggles with the authorities, and everything foreign was cultivated assiduously. The inevitable reaction came—gradually at first and then with increasing speed. Education has been discovered to be not a panacea for all ills, and the changes occasioned by the transformation of an agricultural people into a nation of industrial workers have not been unproductive of evil. There has been a weakening of authority and growth of individualism which has alarmed those in power, and a return to the old methods which kept Japan locked in an intellectual slumber for two hundred years was perhaps inevitable. As circumstances no longer allow this to be done with the perfection formerly obtained, resort has also been had to the encouragement of those sentiments of race-pride which are so easily aroused. It is for this reason that the teachers in the schools have been instructed to dwell particularly on the unique character of the Japanese Empire and the superiority of its polity to that of all other States. Accompanying this there has naturally been a revival of old ideas and even of old customs, in so far as they go to develop the authority of Japanese ideas. The unity of the Japanese people, as all descended from the Imperial ancestors, the worship of the Imperial House among the phenomena observed. Recently the authorities invited the leaders of the religious sects in Japan to hold a conference, ostensibly to find common ground for the improvement of moral education. The religions taking part were the Christian, Buddhist and Shinto, and the only outcome of the conference, as far as the general public is aware, was the passing of a resolution, whereby the representatives of the three religions pledged themselves to uphold the prestige of the Imperial House. It was afterwards suggested that the conference was planned for the purpose of obtaining this pledge, more especially as the Government was doubtful of the attitude of the Christian sects towards the religion of Imperialism. However, whatever the original idea, the result of the conference is generally felt to be a victory for the Government, since they are now pledged to exclude any "dangerous ideas" which might tend to weaken the authority of the Throne, and are also compelled to observe those semi-religious rites connected with the Imperial idea, such as bowing before the Emperor's portrait, listening with bowed head to the reading of Imperial Decrees, and worshipping at the Imperial shrines. The voice of the rebel against this seclusion of the country is still occasionally heard, however. Recently another party of Socialists was arrested, and the other day a man died in prison where he was suffering two years' imprisonment on a charge of having published a dangerous pamphlet.

A wireless telegraph station has been established at Shatoh, Takushan, on Dairen Bay.

A number of dumped bodies were found in the Colony during the week-end, but only in one instance was death apparently due to small-pox.

The tiger seems to have shifted his haunts. He has now been heard of on the island of Lantau, where last week he made off with several cattle.

The hat thief is still doing business in the Colony. On Sunday while a Chinese was standing outside the Ko Shing Theatre a man snatched the hat from his head and ran off. The owner gave chase and ultimately came up with the thief, recovered his hat, and handed the man over to the police.

A cablegram from Berlin has been received in Yokohama, announcing the death of Mr. A. C. Hutton Potts, who left Yokohama a short time ago to undergo an operation for cancer of the throat.

The scenic railway which was one of the attractions of the University Bazaar realised \$10,000 at auction, less than a third of the sum at which it was valued. It was purchased by a Chinese syndicate.

A Filipino journalist named Vicente Sotto, aged 34, was brought before Mr. Irving at the Magistracy yesterday charged with having committed the crime of abduction within the jurisdiction of the Philippine Islands.

A collision in the harbour between a steam launch and a junk took place on Saturday, resulting in damage to the junk to the extent of \$150. Another collision took place off Cape Collinson between the s.s. *Loongmoon* and a fishing junk. The latter was considerably damaged.

A Copenhagen telegram states that M. Andersen, a titular Danish Councillor of State, has been decorated with the Grand Cross of the Dannebrog. M. Andersen is manager of the East Asiatic Company, the owners of *Scandia*, the new Diesel motor vessel which has attracted so much attention in the shipping world.

Almost daily the Japanese paper published at Dalny has for some time past been publishing, under the heading of "Chinese Kleptomania," a daily record of the weight of Japanese telephone wires stolen. These are most frequent on "that everlasting accused section between Mukden and Winkuan." The latest journalistic venture in the Orient is *The Far East*, which is a weekly review of politics and commerce and a record of current events. Mr. J. N. Pennington, a well-known Far Eastern journalist, is editor and proprietor, and under his careful guidance the publication should have a career of usefulness, particularly to commercial men. The paper, which is got up in the style of the *Saturday Review* is published in Tokyo.

We are informed by Mr. James Younge, the advance agent of the Bandmann Opera Company, that the booking to date for the season which commences on Friday has beaten all records, including that established by the Lang-Holloway Company. Mr. Younge also asks us to state that the Opera Company will open with "The Mousme" instead of "The Quaker Girl."

A smart capture was effected by the police on Sunday. It was reported in the morning that the Japanese curio shop of Messrs. Dobashi and Shinobe at 30, Queen's Road Central had during the night been entered and money and jewelry abstracted from the safe to the value of \$287. The police made inquiries, with the result that two clerks employed in the shop were arrested and charged with the larceny.

The weekly number of small-pox cases in the Colony continues to decline. Last week the number reported was 30, of which 23 were Chinese. There were 23 deaths from this disease. Twenty cases of bubonic plague were reported in the Colony during last week. All were Chinese and 18 proved fatal cases. There were also nine cases of enteric fever (2 British, 1 Japanese and 6 Chinese), only in one case with a fatal result.

At the Magistracy yesterday two Chinese were charged with being unlawfully in possession of six Winchester rifles and 400 rounds of ammunition. They were found carrying the rifles in Yaumati. Mr. Irving, before whom the case was heard, fined the first defendant, who, he thought, had been ignorant of the contents of the bundle which he was carrying. The rifles are supposed to have been landed from the *Korea*.

### REPLY TO SIR FREDERICK LUGARD'S MESSAGE.

In reply to Sir Frederick Lugard's telegram of farewell to the Colony His Excellency the Officer Administering the Government despatched the following to meet him at Penang:—

"Hongkong will ever remember your administration with gratitude. European and Chinese communities unite in wishing you both God-speed."

### NEW SHELL TRANSPORT SHARES.

The Shell Transport and Trading Company announces an issue of 508,773 Ordinary shares of £1 each, and holders of share warrants to bearer are informed that they are entitled, on depositing their share warrants or bankers' certificates at the Capital and Counties Bank, to receive allotment letters of one new share for each complete five shares. Payment for the new shares must be made either in one payment of £3 5s. per share on or before March 12th, or in three instalments viz: £1 per share on or before March 12th, £1 on or before March 25th, and £1 5s. on or before April 26th. The shares will not participate in the final dividend for 1911, but in all other respects they will rank *pari passu* with the existing shares.

### SUPREME COURT.

Monday, March 25th.

IN SUMMARY JURISDICTION.

BEFORE MR. H. E. J. GOMPERTZ  
(PUNISH JUDGE).

#### A DENTIST'S CLAIM.

This was an old standing case in which Drs. Kew Bros. sued Sergeant Wreford for \$38, for services rendered. Mr. Goldring appeared for the plaintiff and defendant appeared in person.

Mr. Goldring said he did not know whether the defendant admitted the amount or was willing to pay by instalments. He had a letter from him addressed to Dr. Kew, in which he said he was willing to pay by instalments. It appeared that the Government had contracted to pay a certain amount, the defendant to pay the balance. After discussing the matter with the defendant, Mr. Goldring announced that the position the defendant took up was that because Dr. Kew's shroff would not accept an instalment, he, defendant, was not liable to pay any of the money.

His Lordship—Of course that is absurd. Dr. F. Kew stated that he rendered certain dental services to the defendant, and the value of those services was \$140. The Government grant was \$96, and the balance was to be paid by the defendant. He signed an undertaking with the military authorities.

His Lordship—Whom did you make the contract with?

Plaintiff—With the military authorities, as regards the Government grant.

His Lordship—As regards the excess?

Plaintiff—Sergeant Wreford signed an undertaking with the military authorities that he would pay the excess. That was before I commenced work.

Mr. Goldring—Have you received any payment on account?

Plaintiff—Yes, \$2.

Mr. Goldring—How did you arrive at the figures, \$38?

Plaintiff—I agreed upon \$40 as the excess amount.

Mr. Goldring—I think you came to an arrangement that he should pay you \$3 per month.

Plaintiff—Yes, the whole trouble arose over the fact that the shroff would not take \$2 which defendant offered him. Defendant then claimed that owing to that fact, I was not entitled to any of the money.

Defendant stated that in the Autumn of 1910 he was sent by Major Macdonald, R.A.M.C., to Messrs. Kew Brothers for an examination of his mouth and a statement of the approximate cost. Dr. Kew examined his mouth and made out a charge. Defendant asked him what would be the cost of "fixing my mouth up," which he (defendant) considered would include the stoppings as well as the teeth. Dr. Kew said he would fix it up for \$100. Defendant then stated that the Government would only allow him £8 and the rest he would have to pay himself. Dr. Kew gave him a sealed letter to Major Macdonald, but defendant did not know what was in it. Defendant then communicated with Major Macdonald and Major Bedford the terms quoted to him by Dr. Kew, and Major Bedford told defendant that it would be easy for him to pay the difference. Defendant told him that he could and would, and later he signed an agreement that he was willing to pay the excess, which amounted to \$96.

His Lordship—Where is that agreement?

Mr. Goldring—It is filed with the military records, we cannot get it.

His Lordship—Was any amount stated?

Defendant—I don't think there was any amount fixed. Continuing, defendant stated that in the following April Dr. Kew sent him in a bill for \$40 for professional services "for fillings, etc." Defendant immediately wrote him saying that evidently some mistake had been made, as he only owed \$4, which he was quite prepared to pay. The next letter he got was one saying that payment was expected by July 5th and unless the amount was then paid the matter would be placed in the hands of their solicitors. So rather than make a case of it, he thought he would try to pay, although he did not consider that he owed the amount. He then sent \$2 to Dr. Kew and agreed to pay the rest in monthly instalments of \$2. The answer he got to that was that the offer was so absurd that the matter had been referred to Lieut.-Col. Close. The latter referred the matter to defendant's Company officer and defendant agreed to pay \$3 a month, which was all he could afford. The Company officer informed defendant that Dr. Kew had agreed to accept the offer to pay \$38 in monthly instalments of \$3. About two months after the agreement was made, Dr. Kew sent his shroff with a bill for \$9, although there was only \$6 due at the time. Defendant offered the shroff all the money he had on him, \$3, and he said that his master told him to take nothing but \$9. Defendant told the

shroff that he was willing to pay the remaining \$6 at the end of the month. Right through the case he had never acknowledged owing the debt, but he simply agreed to pay to save trouble. He had a wife and five children.

Mr. Goldring said if judgment was in his favour, he did not object to instalments.

His Lordship—There is only one point, and that is that there is immunity from civil process for any amount under £30.

Mr. Goldring—I agree we cannot attach his pay.

His Lordship—Can you sue him?

Mr. Goldring—Yes, my Lord, we can sue, but we cannot issue execution against his pay—only against his personal effects.

Defendant—The furniture I use and the quarters I occupy all belong to the Government. I have no personal furniture.

His Lordship pointed out that by section 144 of the Army Act, a soldier was not liable or compelled to appear in person in any civil court of law where the amount was under £30. That seemed to put plaintiff out of Court.

Mr. Goldring—I know. I have looked the matter up, but I cannot say offhand.

His Lordship—It seems to me to have that effect, and this action should not have been brought.

Mr. Goldring—There is something I looked up.

His Lordship—Can you refer me to it?

Mr. Goldring—I will if you will give me time.

His Lordship adjourned the case until Friday, and Mr. Goldring said the action was only brought as a matter of principle, as there were many other similar cases.

His Lordship—I understand there is an offer to hand over the amount to military charities?

Mr. Goldring—Yes.

His Lordship—The question is whether I have jurisdiction or not; it seems to me I have not.

### ARMY ESTIMATES 1912-13.

THE SOUTH CHINA GARRISON.

According to the abstract of the Army Estimates, 1912-13, the total numbers provided for are 186,600, being an increase of 200.

The net estimate amounts to £27,860,000, being a net increase of £170,000.

The distribution of regimental establishments for Hongkong is:—

Royal Garrison Artillery—3 Companies—All ranks, 703.

Royal Engineers—2 Companies—13 officers, 228 men.

Infantry Battalion (1)—933 men.

Army Service Corps—4 officers, 39 men.

Royal Army Medical Corps—8 officers, 44 men.

Indian Native Infantry Regiments (2)—1,854 all ranks.

Indian Native Artillery—361 all ranks.

Chinese Engineers—50 all ranks.

Army Ordnance Department—6 men.

Army Ordnance Corps—29 men.

Army Pay Corps—8 men.

Total all ranks—4,270 men.

Contribution from Colonial Revenues in aid of Military Expenditure:—

	1912-13	1911-12
Ceylon	£ 94,500	£138,000
Mauritius	30,000	25,000
Hongkong	120,000	115,000
Straits Settlements	217,000	190,000
Malta	5,000	5,000
New works, etc., amount to £2,000 and upwards:—		
South China, Kowloon Road constructions—Total estimate for the work, £11,400.		
To be voted 1912-13, £2,000.		
Further amount required for completing the work, £9,400.		
Provision is made in the Estimates for the Staff of the South China command:—		
1 Major-General.		
1 Aide-de-Camp.		
1 General Staff Officer, 2nd Grade.		
1 General Staff Officer, 3rd Grade.		
1 Deputy Assistant and Quarter-master-General.		
1 Chief Engineer.		
From the statement showing the amounts included in the Army Estimates 1912-13 for Military Expenditure in the Colonies, the following relate to South China:—		
Vote 1.		
Pay, etc., of General Staff Regiments and Departments	£164,630	
Vote 2.		
Medical Establishments and Medicines	6,000	
Vote 5.		
Educational Establishments	810	
Vote 6.		
Lodging, Stable and Field allowance, hire of buildings and barrack services	10,650	
Conveyance of Troops and Stores except by sea	1,650	
Army Service Corps Sub-ordinates and crews of vessels	4,710	
Purchase of Remounts	100	
Vote 7.		
Provisions, Forage, Fuel and Light, Colonial Allowance, etc.	56,410	
Clothing	15,680	
Vote 8.		
Wages, Army Ordnance Department	3,700	
Vote 10.		
Engineer services	4,420	
Works and buildings	21,305	
Land purchases and Rents payable	180	
Gross Total	£25,905	
Deduct		
Rents receivable and other receipts	200	
Net Total	£25,815	
Vote 11.		
Miscellaneous services	2,545	
Total estimated expenditure	£282,500	
Military Contribution by Local Government to Army Funds	120,000	

## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

### THE COAL CRISIS.

DEPRESSING OUTLOOK.

LONDON, March 24th.

Great uncertainty prevails as to the outcome of Monday's conference.

Further wholesale reductions of the railway service have had a depressing effect on the week-end.

The meetings at several coalfields to-day augured ill for a settlement, the miners resolving to adhere to their full demands.

THE TALE OF WOE.

It is estimated that 3,000,000 workers are unemployed, and that 3,000,000 people, including women and children, are on the verge of starvation.

The closing down of the factories is now extending to the South of England.

STRIKE EFFECT ON THE THEATRE.

A curious effect of the strike is that American theatrical managers in London are being besieged by English actors, who are asking for engagements in America, owing to the falling off of audiences in England.

The French and Silesian coal strikes have collapsed.

FOOTBALL CLUBS PROVIDE COAL.

The railways refusing to run football specials, several of the clubs on Saturday provided the necessary coal. Some of the firms desirous of sending heavy freight, such as bricks, which the railways refuse to carry, are acting similarly.

The Hull trawlers are "coaling" at Ostend, and are paying 32/- a ton.

Three hundred miners, mostly Unionists, have resumed work in North Wales.

LABOUR LEADERS DENOUNCE SYNDICALISM.

Mr. Ramsay MacDonald, at Bradford, and Mr. Thomas, the representative of the Railwaymen's Union, at Newcastle, denounced syndicalism as disastrous to the workers. Mr. Thomas added that the suggestion of a railway strike in May was mischievous and unwarranted. They were going to present a new programme, but it would not be accompanied by the threat of a strike if not accepted. They were still going to uphold the terms of the agreement.

MINE OWNERS OPPOSE MINIMA.

The outcome of to-day's conference is very dubious. It is stated that the mine owners are as opposed to the arbitrary 5/- and 2/- minima as to the hewers' schedule, and they insist that all minima should be fixed by the district boards. The men are equally emphatic that there will be no resumption unless the 5/- and 2/- minima are accepted. The intentions of the Government in the event of failure are equally uncertain, though it is generally assumed that they will proceed with the Bill in any case.

FATAL MINING ACCIDENT.

LONDON, March 25th.

One person was killed and nine injured by a fall of earth during the digging of coal in an open pit near Bradford.

GOVERNOR MURDERED IN ASIA MINOR.

LONDON, March 25th.

A Greek assassinated Kapassis Effendi, Prince and Governor of Samos Island, Asia Minor, with a revolver. It is believed that the Greek committed the crime owing to Kapassis' Ottoman proclivities.

TURKEY AND PEACE NEGOTIATIONS.

LONDON, March 25th.

Reuter's correspondent at Constantinople telegraphs that Assym Bey, the Minister for Foreign Affairs, in an interview expressed optimism regarding the general situation and declared that the relations with the Balkan States did not inspire uneasiness. Turkey, he said, would enter into peace negotiations provided she were not called upon to recognise the annexation of Tripoli.

THE KAISER'S TOUR.

LONDON, March 25th.

A Vienna wire states that the Kaiser gave an hour's audience to the Foreign Minister, Count Berchtold, and dined with the Emperor in the evening. Afterwards he proceeded to Venice.

LATER.

A telegram from Rome states that the King of Italy has left for Venice to meet the Kaiser.

MOORS AND SPANIARDS.

LONDON, March 25th.

The Spaniards had a colonel, three officers and 20 men killed and a colonel, six officers and 81 men wounded in a battle with Rifians in the vicinity of Melilla on the 22nd inst.

THE SUGAR CONVENTION.

LONDON, March 25th.

The Reichstag has ratified the renewal of the Sugar Convention.



## TELEGRAMS.

[THROUGH REUTER'S AGENCY.]

## A WESTRALIAN TYPHOON.

LONDON, March 25th.  
 Reuter's correspondent at Perth states that a three days typhoon has occurred on the north-west coast of Australia. Many vessels and buildings were wrecked. It was hitherto known that a dozen people have been killed and that there are many missing, but the telegraph lines are now interrupted.

## THE OPORTO EXPLOSION.

LONDON, March 25th.  
 A wire from Oporto states that three more bodies and various remnants have been removed from the scene of the explosion. In the debris were found nearly five hundred unexploded bombs and a quantity of gold and notes.

## FRENCH RAILWAY LOAN.

LONDON, March 25th.  
 The French railway loan of February 21st has been covered thirty-two times. The deposits alone totalled 1,660 millions.

## "THE GONDOLIERS."

The A.D.C. gave their fourth performance of "The Gondoliers" last night before a fairly good house. Improvement is noticeable in every performance. The audience was very enthusiastic and many encores had to be given. There are only two more performances—to-night and to-morrow night—and we trust that there will be a crowded house on each occasion.

## EUROPEAN CHARGED WITH EMBEZZLEMENT.

Edwin Berkeley Ayris, formerly accountant in the employ of the *South China Morning Post*, who was brought from Perth, Western Australia, on a warrant charging him with embezzlement, arrived by the s.s. *Namur* and was later brought before Mr. E. A. Irving.

Mr. P. M. Hodgson, assistant Crown Solicitor, said he was appearing in the case against Ayris.

His Worship—And you ask for a remand?

Mr. Hodgson—Yes.  
 The charges were then read to prisoner. He was charged with embezzling \$160, \$80, and \$70.00, the monies of the *South China Morning Post*, and also with omitting to enter in the cash book the sums of \$624 and \$200.

Prisoner—I have nothing to say, your Worship. I reserve my defence.  
 His Worship—But you must plead.  
 Prisoner—I plead "Not guilty."

A plea of not guilty on all counts was recorded.

Mr. Hodgson—I appear on behalf of the Crown to prosecute and ask for a remand.  
 His Worship—I can give you Wednesday next. (To prisoner)—Will you be defended?

Prisoner—No, your Worship.  
 His Worship—I can give you Monday afternoon.

Mr. Hodgson—I think Wednesday will be too soon. Next Monday will be better.  
 Prisoner was then removed in custody.

## HONGKONG &amp; SHANGHAI BANK.

NEW PREMISES IN LONDON.

The Hongkong & Shanghai Banking Corporation is reported to have acquired a freehold site in Gracechurch-street, in the City of London, for the purpose of erecting its own banking premises. The London office has for many years, some decades in fact, occupied a portion of 31, Lombard-street, the size of the office having been extended on several occasions. It now needs further accommodation for its expanding business. It will be a few months before possession of the new site will be obtained, says a London contemporary, upon which the existing buildings will be demolished and new construction entered upon. The site in Gracechurch-street is nearly midway between Lombard-street and Cornhill, rather nearer the latter thoroughfare, so that it is equally convenient for the bank's business to the location of the present premises.

## THE NEW POSTAGE STAMPS OF CHINA.

We notice the following paragraph in *The Times*—

As a result of the revolutionary movement the current stamps of the Chinese Imperial Post Office were recently withdrawn and re-issued with a special overprint consisting of four Chinese characters signifying "Provisional Neutrality." It is also officially announced that a new series of permanent postage stamps will be issued by the Republican Government as soon as possible, and meanwhile a second provisional issue may be looked for in the form of the existing stamps overprinted with the word "Republic."

## COMPANY MEETINGS.

## CHINA SUGAR REFINING CO., LTD.

The annual general meeting of the China Sugar Refining Co., Ltd., was held yesterday in the offices of Messrs. Jardine, Matheson & Co.

Hon. Mr. C. H. Ross presided, and there were also present: Hon. Sir Paul Chater, Messrs. E. Shellim, H. P. White, J. W. C. Bonnar, and F. Maitland, Consulting Committee, Capt. W. E. Clarke, Messrs. E. F. Ancott, R. E. Bellios, H. P. Smith, W. Hutton Potts, T. S. Forrest, A. Rodger, R. C. Edwards, Ho Fook, Ho Kum Tong, Lo Cheung Sui and the Secretary, Mr. J. Barton.

The CHAIRMAN said:—Gentlemen,—The report and accounts, with auditors' report attached, having been in your hands for some days I propose with your permission to take them as read. The year 1911 was a remarkable one in the sugar trade all over the world, and the course of the market presents a forcible illustration of the uncertain nature of this particular business. During the autumn of 1910 the estimates of the beet crop in Europe were largely increased and pointed to a record production for the coming year, with the result that there was a heavy fall in values everywhere, supplies were in excess of demand, and the year 1911 opened with the prospect of a lengthened period of low prices and dragging markets. This unfortunately proved to be the case for the first six months of the year, and owing to keen competition in the consuming centres great difficulty was experienced in marketing our sugars, for which, moreover, unprofitable prices had to be accepted. At the beginning of July rumours became prevalent that the beet crop in Europe was suffering from want of rain, and prices began to harden all round; owing to the unprecedented drought which continued during August and September great damage was in fact done to the crop, and it was computed that the outturn would be some 2,000,000 tons short of the estimate. This caused values to advance sharply during the early autumn months, and as prices in the Far East responded to the improvement in Europe, we were able to establish rates which showed a very good margin of profit, making it probable that the losses incurred during the earlier part of the year would be at least wiped out. Unfortunately, however, before we had been able to reap much benefit from the improved condition of the market everything was upset by the outbreak of the rebellion in China, which practically put a stop to all business in that country and necessitated a curtailment of production at the Refinery, which told seriously against the cost of production during the last three months of the year. You will realise therefore that we were beset with difficulties, which I regret to say are still with us so far as the China market is concerned, but I am sanguine that as soon as political affairs have settled down in the north an improvement in our trade, as with all others, will soon follow. From the accounts presented to you you will have noted that our equalization of dividend fund has been depleted to the extent of 2 lacs of dollars, in order to make provision for the payment of a dividend, and while I regret that it has been necessary to trench upon this fund I may say that had it not been for the somewhat phenomenal rise which took place in sugar during last autumn the payment of any dividend would probably have been out of the question, and I trust therefore that you will approve of the above mentioned transfer to credit of profit and loss account, and of the proposed distribution of \$5 per share.

Before moving the adoption of the report and accounts I shall be pleased to answer any questions relating to them which shareholders may desire to put.

There being no questions, the CHAIRMAN moved the adoption of the report and accounts.

The motion was seconded by Capt. CLARKE, and carried.

On the motion of Mr. BELLIOS, seconded by Mr. EDWARDS, Sir Paul Chater, Messrs. Shellim, Bonnar, Maitland and White were re-elected a consulting committee.

On the motion of Mr. HUTTON POTTS, seconded by Mr. ROGER, Messrs. H. P. Smith and A. R. Lowe were appointed auditors, at a remuneration of \$375 per annum.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready to-morrow morning, on application.

## LUZON SUGAR REFINING CO., LTD.

The annual general meeting of the Luzon Sugar Refining Co., Ltd., was held yesterday, the Hon. Mr. C. H. Ross presiding. There were also present: Messrs. H. P. White and J. W. C. Bonnar, consulting committee, G. C. Moxon, L. N. Lee, R. Piercey, T. S. Forrest, G. V. Tisdall, B. D. F. Beith, Po Sien, and Wang Leung Hin.

The report and accounts, with auditors' report attached, having been in your hands for some days I propose with your permission to take them as read. The year 1911 was a remarkable one in the sugar trade all over the world, and the course of the market presents a forcible illustration of the uncertain nature of this particular business. During the autumn of 1910 the estimates of the beet crop in Europe were largely increased and pointed to a record production for the coming year, with the result that there was a heavy fall in values everywhere, supplies were in excess of demand, and the year 1911 opened with the prospect of a lengthened period of low prices and dragging markets. This unfortunately proved to be the case for the first six months of the year, and owing to keen competition in the consuming centres great difficulty was experienced in marketing our sugars, for which, moreover, unprofitable prices had to be accepted. At the beginning of July rumours became prevalent that the beet crop in Europe was suffering from want of rain, and prices began to harden all round; owing to the unprecedented drought which continued during August and September great damage was in fact done to the crop, and it was computed that the outturn would be some 2,000,000 tons short of the estimate. This caused values to advance sharply during the early autumn months, and as prices in the Far East responded to the improvement in Europe, we were able to establish rates which showed a very good margin of profit, making it probable that the losses incurred during the earlier part of the year would be at least wiped out. Unfortunately, however, before we had been able to reap much benefit from the improved condition of the market everything was upset by the outbreak of the rebellion in China, which practically put a stop to all business in that country and necessitated a curtailment of production at the Refinery, which told seriously against the cost of production during the last three months of the year. You will realise therefore that we were beset with difficulties, which I regret to say are still with us so far as the China market is concerned, but I am sanguine that as soon as political affairs have settled down in the north an improvement in our trade, as with all others, will soon follow. From the accounts presented to you you will have noted that our equalization of dividend fund has been depleted to the extent of 2 lacs of dollars, in order to make provision for the payment of a dividend, and while I regret that it has been necessary to trench upon this fund I may say that had it not been for the somewhat phenomenal rise which took place in sugar during last autumn the payment of any dividend would probably have been out of the question, and I trust therefore that you will approve of the above mentioned transfer to credit of profit and loss account, and of the proposed distribution of \$5 per share.

Before moving the adoption of the report and accounts I shall be pleased to answer any questions relating to them which shareholders may desire to put.

There being no questions, the CHAIRMAN moved the adoption of the report and accounts.

The motion was seconded by Capt. CLARKE, and carried.

On the motion of Mr. BELLIOS, seconded by Mr. EDWARDS, Sir Paul Chater, Messrs. Shellim, Bonnar, Maitland and White were re-elected a consulting committee.

On the motion of Mr. HUTTON POTTS, seconded by Mr. ROGER, Messrs. H. P. Smith and A. R. Lowe were appointed auditors, at a remuneration of \$375 per annum.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready to-morrow morning, on application.

## SHANGHAI GAS COMPANY, LTD.

The report of the directors for 1911 states that the business of the Company has continued to progress satisfactorily and the profit on working account amounted to Tls. 321,455.54, an increase of Tls. 41,489.55 over that for the previous year. The net profit for the year amounted to Tls. 288,012.71, an increase compared with 1910 of Tls. 37,455.84. The balance at credit of profit and loss account, after crediting the account with Tls. 11,118.33 carried forward after the appropriation of profits for 1910, and deducting the sum of Tls. 7,631.58 bonus paid to the foreign staff, as authorized at the last annual meeting, and Tls. 78,000.00 amount of interest dividend at the rate of 6 per cent. paid July 27th last, amounts to Tls. 219,497.46, of which sum the directors recommend appropriation as follows:—Final dividend for 1911 at 7 per cent. (making 13 per cent. for the year), Tls. 84,000; write-off depreciation (land and buildings), Tls. 4,050.29; manufacturing and distributing plant: Tls. 102,016.91; sundry stocks, Tls. 15,303.00; furniture, Tls. 603.80; total Tls. 122,000.00; and carry forward to new account Tls. 13,497.46. During the year 516,111,900 cubic feet of gas was sold to private consumers, an increase of 11,347,900 cubic feet, or 2.24 per cent. Public lighting accounted for 8,922,900 cubic feet. There were 33,703 tons 12 cwt. of coal carbonized and 435,380 gallons of liquid fuel used in the manufacture of gas. The demand for gas showed a decided improvement, while the market for coke and sulphate of ammonia remained satisfactory.

There being no questions, the CHAIRMAN moved the adoption of the report and accounts.

The motion was seconded by Capt. CLARKE, and carried.

On the motion of Mr. BELLIOS, seconded by Mr. EDWARDS, Sir Paul Chater, Messrs. Shellim, Bonnar, Maitland and White were re-elected a consulting committee.

On the motion of Mr. HUTTON POTTS, seconded by Mr. ROGER, Messrs. H. P. Smith and A. R. Lowe were appointed auditors, at a remuneration of \$375 per annum.

The CHAIRMAN—That is all the business, gentlemen. Dividend warrants will be ready to-morrow morning, on application.

## CAVES IN SOUTHERN CHINA.

Dr. G. D. Thomson of Canton writes to the *Geographical Journal* giving an account of some caves in the south of the Kwang-tung province, which, he says, have never yet been described by a European traveller. They lie about 250 miles south-west of Canton, by the route followed by boat. This involves the descent of the Canton river to the sea, and a coasting voyage west to the mouth of the Yeung-Kong river, which is ascended to the city of the same name. Here it is necessary to change boats, taking a native craft, pulled or poled by native men and women when the wind is contrary. In this way the walled city of Yeung-chon is reached, and the caves are situated a mile or more to the west of it. The chief cave is of large size and very beautiful. The hills in the immediate neighbourhood rise abruptly from the plain in jagged rocky cliffs of totally different formation from the surrounding hills and mountains. At the entrance and on ledges high up the cliff there is a Buddhist monastery and shrines, presenting a gaudy appearance. From the outer chamber, which is beautified with stalactites and stalagmites, a flight of steps leads up to a second, cathedral-like cavern, not visible from the first. In this there is a stone table and stools, and shrines around the walls in niches, but the whole upper part is untouched by man. At the far end a passage leads to the daylight from the opposite side of the hill. Dr. Thomson proposes to call this group of limestone caves by the name of Lord Kinnaird, in gratitude for the kindness shown to him and his brother during their college days. He refers also to various other groups of caves in the same province, which make up this part of China a veritable cave country. Though they have been described by Dr. Henry in his book called "Ling Nara," they are far from being generally known. They include the "Cathedral

to take them as read. The demand for sugar in the Philippines market kept the Refinery at Malabon almost continuously at work during the year, and although prices remained low during the first six months, a fair margin of profit was obtainable. During July and August the unprecedented drought in Europe caused a sharp advance in the price of sugar all over the world, to which the market in Manila eventually responded, and as we had fortunately secured a considerable supply of raw sugar in June and July at a cheap price, we are able to take full advantage of the situation and command a very handsome profit on our refined sugar during the remainder of the year. The result as disclosed by the accounts now before you is a main of \$94,370.84 on working, and after allowing for interest, etc., a reduction in the sum at debit of profit and loss account to \$68,000.07, which I trust you will consider satisfactory. I should mention that demand at the moment appears to have slackened, and that owing to a decline in the price of sugar everywhere from the highest point reached in September last we cannot now obtain the same margin of profit as was then the case: the position of sugar generally, however, is sound and supplies, especially in the East, small, and I have little doubt therefore that when present stocks have gone more into consumption there will be renewed enquiry. Before moving the adoption of the report and accounts I shall be pleased to answer any questions which shareholders may wish to ask in connection with them.

There being no questions, the CHAIRMAN moved the adoption of the report and accounts.

The motion was seconded by Mr. MOXON, and carried.

On the motion of Mr. LEE, seconded by Mr. BEITH, Messrs. H. P. White and J. W. C. Bonnar were re-elected a consulting committee.

Mr. A. R. Lowe was appointed auditor at a remuneration of \$50, on the motion of Mr. PIENOR, seconded by Mr. WANG LEUNG HIM.

The CHAIRMAN—That is all the business, gentlemen. I thank you for your attendance.

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## THE LEMM-MITCHELL CASE.

## DECISION OF THE PRIVY COUNCIL.

Judgment in this case was given by the Judicial Committee of the Privy Council on February 28th, there being present on the Bench, Lord Macnaghten, Lord Mersey and Lord Robson. The following report appeared in the *Times* of February 29th:—

This was an appeal from a judgment of the Supreme Court of Hongkong (Appeal Jurisdiction) of July 11, 1911, affirming a decision of the Chief Justice.

Mr. Duke, K.C., and Mr. J. A. Comston were counsel for the appellant; Mr. E. H. Sharp, K.C. (of the Hongkong Bar), and Mr. A. C. Nisbitt for the respondent.

The arguments were recently heard before a board composed of Lord Macnaghten, Lord Shaw, Lord Mersey, and Lord Robson, when judgment was reserved.

## JUDGMENT.

Lord Robson, in delivering judgment, said the appellant was the defendant in an action to recover damages for criminal conversation brought by the respondent in the Supreme Court of Hongkong (original jurisdiction) on December 19, 1908. To that action he pleaded *res judicata*. The learned Chief Justice held the plea to be bad, and on appeal to the Full Court his decision was affirmed.

In the year 1903 the respondent was a master mariner living with his wife at Hongkong, where the appellant also resided. The respondent in that year commenced a suit in the First Division of the Court of Session, Edinburgh, for the dissolution of his marriage with his wife on the ground of misconduct with the appellant, who was not a party to the action, and in November, 1906, the marriage was dissolved. On July 20th, 1907, the respondent commenced an action of criminal conversation in the High Court of Hongkong against the defendant-appellant to recover damages for the misconduct. In that action the defendant pleaded that the Court had no jurisdiction in respect of the alleged cause of action. The point of law thus raised was set down for hearing, and was heard by the Chief Justice, who, on May 15th, 1909, delivered judgment in favour of the defendant-appellant and dismissed the action with costs.

It was unnecessary for the purposes of the present case to go in detail through the various Ordinances of the Colony on which the learned Chief Justice based his judgment in the action, but it was in his view sufficient to say that the introduction of the English Divorce Act, 1857, into the Colony by Ordinance 5 of 1858 had abolished the common law action for criminal conversation in Hongkong; that on the repeal of Ordinance No. 5 of 1858 by Ordinance No. 5 of 1880 the action for criminal conversation was revived, but that by the retro-active effect of certain subsequent enactments, more particularly Ordinance No. 3 of 1895, the right to bring that action in the colony was again abolished. The learned Judge went on to intimate that if the Attorney-General of the Colony read his judgment he had no doubt that he would immediately take steps to procure the alteration of the law as it then stood, so as to bring the action for criminal conversation again into existence in Hongkong.

Accordingly a new Ordinance, No. 20 of 1908, was passed on December 11th, 1908. It was entitled "An Ordinance to amend the Interpretation Ordinance, 1897 (Ordinance No. 8 of 1897), and to remove an ambiguity in the construction of the same." The effect of this new ordinance was undoubtedly to revive the right of action for criminal conversation in Hongkong, it had never been in fact suspended.

It was also clear that the ordinance had a retro-active effect to the extent of enabling actions to be brought in respect of criminal conversation during the period when the right of action had ceased to exist in the Colony, but the question now to be determined was whether it went further, and operated to annul a valid and subsisting judgment as between parties whose rights had been duly determined under and according to the law which existed before the new ordinance was passed. The respondent assumed that it did, and on December 19th, 1908, he instituted the present suit against the appellant in respect of precisely the same facts as misconduct as he had alleged in his former action.

THE PLEA OF RES JUDICATA.

The defendant-appellant then raised the plea of *res judicata*, and that point of law was argued before the Chief Justice apart from the other questions arising in the action. The learned Judge overruled the plea on the ground that there had been no judgment on the merits of the case.

In his view all that had been decided was that at the time of the former judgment the Court had no jurisdiction to hear the action. That technical difficulty in the plaintiff's way was, he said, removed by the new ordinance No. 20 of 1908, and therefore the merits of the case could, for the first time, be considered by the Court. The action accordingly came on for trial before a Judge and jury, and the jury found in favour of the present respondent and awarded him \$7,500 by way of general damages.

The appellant appealed to the full Court, consisting of the Chief Justice and the Acting Puisne Judge, Mr. Hazeland, and on July 11th, 1910, judgment was delivered dismissing the appeal with costs. Their Lordships were unable to agree with the decision of the Supreme Court.

The contention that the judgment of May 15th, 1909, only decided a preliminary point as to the jurisdiction of the Court was far from being an exact account of the proceedings. The substance of the question then tried was whether or not the law of the Colony gave the plaintiff a remedy on the facts alleged. It was decided that it did not, and the defendant thereupon became entitled, on those allegations, to a judgment dismissing the whole claim. This result was not due to any defect in the jurisdiction of the Supreme Court, which was ample, but to a shortcoming in the general law. In the absence of appeal the judgment was a final determination of the rights of the

parties. It was not, as the respondent contended, a judgment on a preliminary point only, and it was not, as the appellant contended, a judgment on a point of law only. It was a judgment on the merits of the case, and it was a judgment which was final and conclusive.

The learned Chief Justice, in his judgment, said that the action was brought in respect of the same facts as misconduct as he had alleged in his former action.

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## NOTICE.

Communications respecting Advertisements: Subscriptions, Printing, Binding, &c. should be addressed to **DAVEY, PEARCE & CO.** and special business matters **THE MANAGER**. Advertisements and Subscriptions which are not ordered for a fixed period will be continued until countermanded. Orders for extra copies of **DAILY PRESS** should be sent in before 11 a.m. on day of publication. After that hour the supply is limited. Only supplied for Cash. P.O. Box, 35. Telephone No. 12.

## NEW ADVERTISEMENTS

EAST ASIATIC COMPANY, LIMITED, COPENHAGEN.

## NOTICE TO CONSIGNEES.

## THE Steamship

"ARABIAN," having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon To-day requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 30th inst. will be subject to rent.

All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on the 30th inst., at 9.30 A.M.

All Claims must reach us before the 7th April, or they will not be recognized.

No Fire Insurance will be effected.

Bills of Lading will be countersigned by the undersigned.

MELCHERS &amp; Co., Agents.

EAST ASIATIC CO., LTD. Hongkong, 24th March, 1912. [499]

## NOTICE TO CONSIGNEES.

## THE P. &amp; O. S. N. Co.'s Steamship

"NAMUEL," FROM ANTWERP, LONDON, MALTA, PORT SAID, SUEZ AND STRAITS.

Consignees of Cargo by the above-named vessel are hereby informed that their Goods are being landed and placed at their risk in the Hongkong and Kowloon Wharf and Godown Co.'s Godowns at Kowloon, where each Consignment will be sorted out Mark by Mark and delivery can be obtained as the Goods are landed.

Optional Goods will be landed here unless instructions are given to the contrary within 6 hours.

Goods not cleared by the 31st inst., at 4 P.M., will be subject to rent.

No Fire Insurance will be effected by me in any case whatever.

Damaged packages must be left in the Godowns for examination by the Consignees and the Company's surveyors, Messrs. GODDARD and DOUGLAS, at 10 A.M. on MONDAYS and THURSDAYS. All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns.

E. A. HEWITT, Superintendent.

Hongkong, 25th March, 1912. [11]

## THE HONGKONG WEEKLY PRESS &amp; CHINA OVERLAND-TRADE REPORT

is now ready and contains:—  
Far Eastern News.  
Leading Articles.

The Governorship of Sir Frederick Lugard.

The Coal Crisis in Great Britain.

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"A Fort Like Hongkong" in Mid-Pacific.

British Naval Policy.

The Rice Harvest Prospect on Asia.

The Mastery of the Pacific.

Random Reflections.

The Russo-Asiatic Bank.

Hongkong News.

A Wreck on Vries Island.

Hongkong University.

The Magistrate.

Local Sport.

Kalangan Municipal Council.

The Bank of Canton, Ltd.

Mr. Henry Keavick, M.P.

China's Silver Requirements.

A Rough Voyage.

China's Outlook.

French Indo-China.

Mining in French Indo-China.

The Murder of Mr. Day.

Sir Frederick Lugard's Farewell.

The Economic Condition of China.

Yuan Shih-Kai's Account of the Revolution.

Interpret Rifle Match.

The Tientsin Tragedy.

The China Squadron's Gunners.

A Manila Sensation.

Republican Plot in Siam.

Interesting Insurance Action in Siam.

Corregidor is to be made a Gibraltar.

The Mercantile Bank of India, Limited.

Shipping News.

Lance-Sergeant Atwell's Death.

Electric Light and Waterworks at Swatow.

New Japanese Cables.

An Eccentric Form of Government.

China Mutual Steam Navigation Co.

The French Mail.

Now Vessels for the P. & O. Intermediate Service.

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Company Meetings:—

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A Prosperous Year in India.

The Republican Government and Opium.

Supreme Court.

Shell Transport.

Millant Suffragettes in China.

China and Christian Missions.

Loans to China.

Shanghai's Coronation Celebration Fund.

Canton News.

A Brush with Pirates.

Heavy Fighting at Swatow.

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Hongkong, 26th March, 1912.

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## AMERICAN &amp; MANCHURIAN LINE.

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All broken, chafed, and damaged Goods are to be left in the Godowns, where they will be examined on SATURDAY, 30th inst., at 10 A.M.

All Claims must be presented within FIFTEEN DAYS of the Steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 1st April will be subject to rent.

No Fire Insurance has been effected.

Bills of Lading will be countersigned by SHEWAN, TOMES & Co., Agents.

Hongkong, 25th March, 1912. [498]

## INTIMATIONS

## THE ROYAL HONGKONG GOLF CLUB.

THE ANNUAL GENERAL MEETING of Members will be held in the CLUB HOUSE, HAPPY VALLEY, on THURSDAY, the 28th March, 1912, at 5.30 P.M.

By Order, E. R. HALLIFAX, Hon. Secretary.

Hongkong, 22nd March, 1912. [498]

## THE PHOENIX CLUB, LTD.

NOTICE IS HEREBY GIVEN that the FIFTH ORDINARY GENERAL MEETING of the Members of the above Club will be held on THURSDAY, the 28th March, at 6 P.M., in the Club Premises, for the purpose of receiving the Report of the Committee together with a Statement of Accounts for the year ending 31st December, 1911.

By Order of the GENERAL COMMITTEE, Hongkong, 22nd March, 1912. [499]

## HONGKONG CLUB.

## NOTICE.

DURING the absence on leave of Mr. JAMES CRAIK, Mr. J. E. DOBIE has been appointed Acting Secretary.

C. MONTAGUE EDE, Chairman.

Hongkong, 23rd March, 1912. [495]

## PARTNERSHIP NOTICE.

MR. FERGUS GRAHAM KELL was admitted a Partner in our Firm at Amoy and Formosa, on the First Day of March, 1912.

BOYD & Co., Amoy, 19th March, 1912. [496]

READ THE NEW WEEKLY NEWSPAPER, THE FAR EAST.

THE FAR EAST aims at supplying the most complete and reliable Commercial and General News of Japan, China, the Philip-  
pines, and other East Asiatic Countries. Editor and Proprietor, J. N. PENNINGTON. Publishing Office: Yomimi Building, Kyobashi, Tokyo.

Post free to any address abroad, 15 dollars Max.

Hongkong, 25th March, 1912. [395]

## HONGKONG CLUB.

## NOTICE.

THE TWENTY-FIRST DRAWING OF SIXTY-FIVE DEBENTURES of the Hongkong Club (1896 issue, \$100.00 each) was held in the Hongkong Club House, on FRIDAY, the 22nd March, 1912, when the following Debentures were drawn for Redemption:—

39 367 831 1183 1583

54 372 888 1185 1596

55 402 910 1187 1611

62 412 922 1198 1661

123 464 943 1239 1774

158 495 951 1328 1783

197 537 989 1349 1800

224 585 1059 1351 1818

236 617 1051 1374 1819

261 648 1103 1427 1841

289 735 1138 1470 1865

307 783 1157 1497 1920

322 823 1169 1565 1938

and will be Payable at the HONGKONG AND SHANGHAI BANKING CORPORATION, on SATURDAY, the 30th March, 1912, in Exchange for surrender of same.

By Order, JAMES CRAIK, Secretary.

Hongkong, 22nd March, 1912. [492]

## PICNIC PARTIES.

## LAUNCH FOR HIRE.

THE Handsome "KING EDWARD HOTEL" LAUNCH can be hired for Picnic Parties by the Hour or Day.

Apply for Terms to the Manager, H. HAYNES.

Hongkong, 1st March, 1912. [389]

## A. D. C.

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"GONDOLIERS."

HOOSAIN-ALI & Co., No. 14, Queen's Road Central, Corner of Zeland Street, Hongkong. Hongkong, 9th March, 1912. [50]

FOR SALE, 7-Roomed House, Peak Road, beautiful situation. For Terms, apply to—C. SCHRÖTER, Care of Messrs. GARRIES, BOERNER & Co., King's Buildings, IIIrd, Hongkong, 10th July, 1911. [125]

FOR SALE, With or Without Furniture.

"TOR OREST," No. 8, The Peak, with Tennis Court. Commanding a magnificent view of the Harbour and Adjacent Islands. Apply—LINSTEAD & DAVIS, 3rd floor, Alexandra Buildings, Hongkong, 7th March, 1912. [416]

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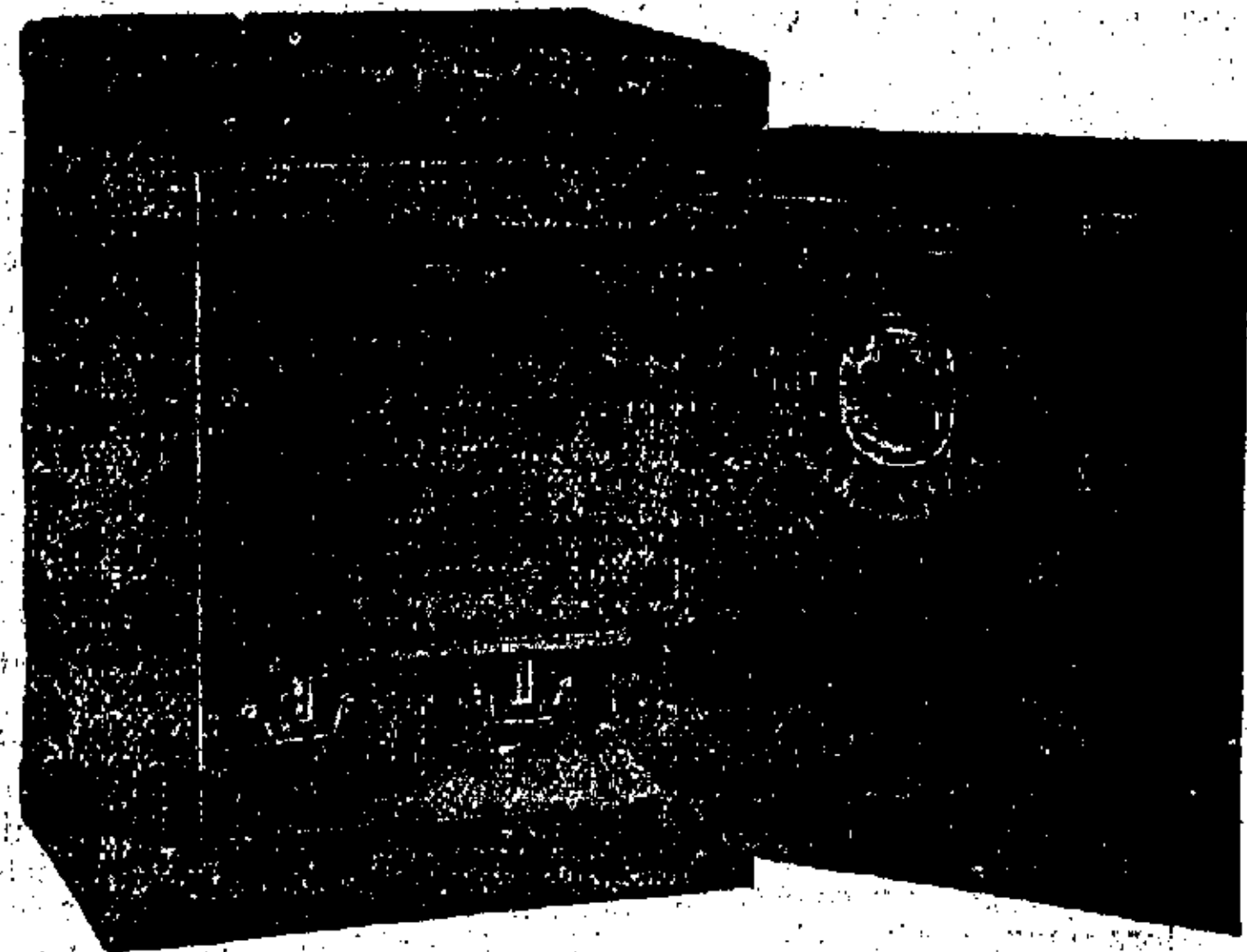
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MONDAY, April 1st: George Edwards' Great Adelphi Theatre, London Success, THE QUAKER GIRL.

TUESDAY, April 2nd: THE MOUSME.

WEDNESDAY, April 3rd: The One and Only THE MERRY WIDOW.

THURSDAY, April 4th: The Great Opera Bouffe, THE CHOCOLATE SOLDIER.

SATURDAY, April 6th: The New Charming Musical Comedy, THE KING'S BRIDE.

MONDAY, and TUESDAY, April 8th and 9th: For the first time in Hongkong, The present Rage of London, THE GREAT MUSICAL PLAY, THE COUNT OF LUXEMBOURG.

From Daly's Theatre, London.

Plan Now Open at MOUTRIE'S, Doors Open at 8.30 P.M. Commence at 9.15 P.M. Hongkong, 26th March, 1912. [494]

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THE HONGKONG AND KOWLOON WHARF AND GODOWN Co. undertake every description of lighter work, including transshipments in the Harbour, delivery to any water frontage in the Colony, and conveyance to Canton and West River ports. Small quantities handled and specially low rates quoted for large quantities. [423]

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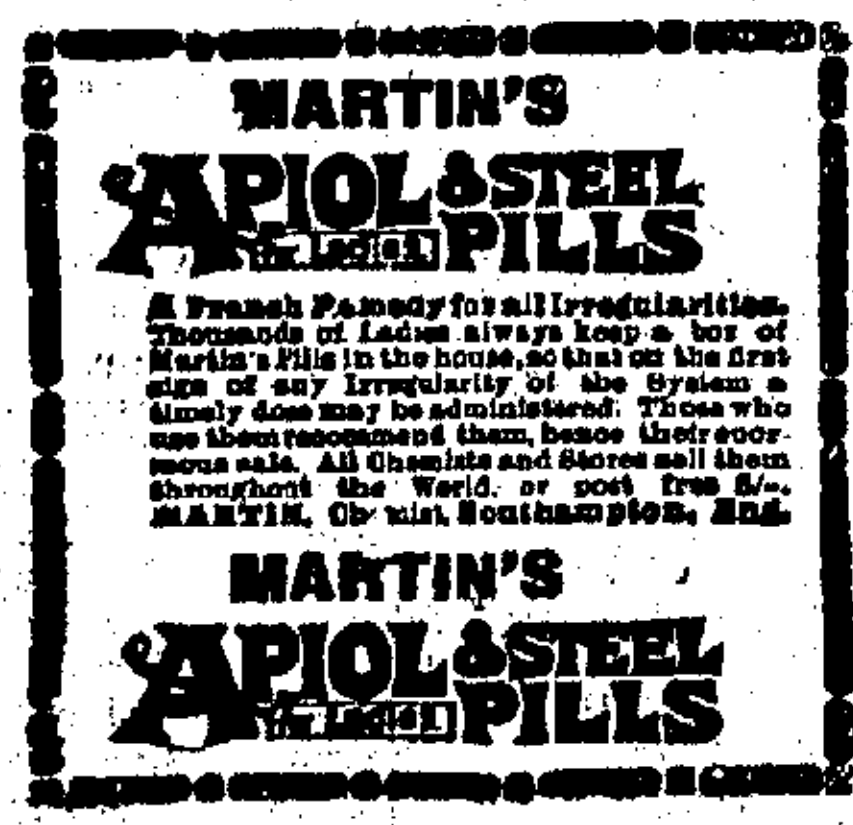
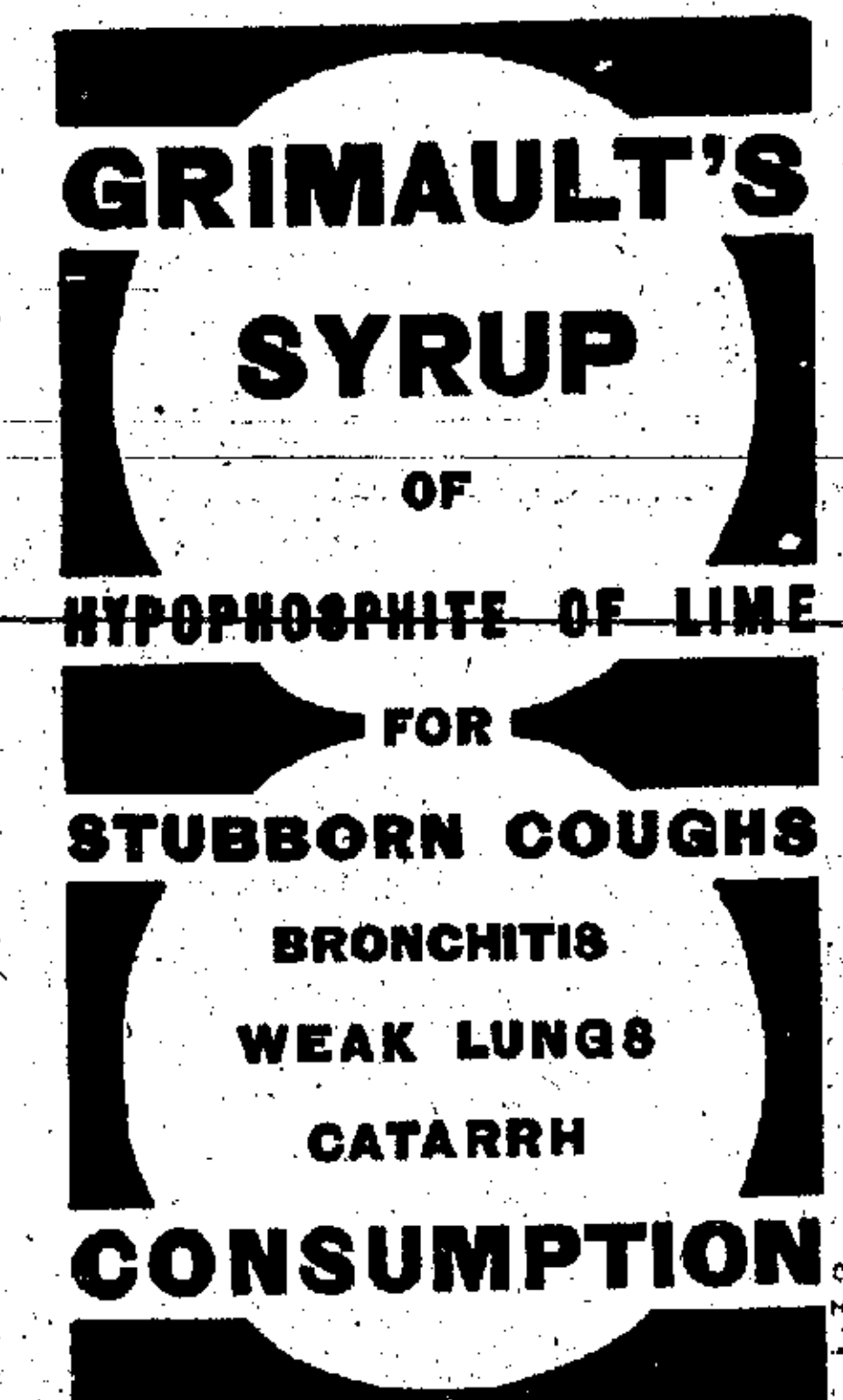
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PRICE ONE DOLLAR.

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## THE CITY OF VLADIVOSTOK.

We are accustomed to think of the French as being more concerned to make their colonies look prosperous, picturesque to the stranger, than to fill them with colonists and to see that they do prosper. But the Russians seem to outdo them in this respect, at any rate, in the beautifying of their towns. In the old Portuguese and Dutch colonies there may be a good many suggestions of bits of old-fashioned Europe, but houses, though they are distinctly not Eastern, are intended more for comfort than for display. Moreover, Albuquerque's idea that the best way of keeping up the strength of his forces was to encourage his soldiers to marry women of the country and so help to make the forts and factories permanent, appealed to later comers, both Portuguese and Dutch, and the houses built have all a trace of the alliance about them. Goa, Macao, and bits of the old settlements in Portugal or the Netherlands. But that is not the way with the Russians. Their buildings seem to assert that every new settlement is intended to be a capital.

Vladivostok was founded only fifty years ago and for more than twenty years it remained no more than a military post. It was 1889 before the Provisional Administration of the Primorsk, or maritime Province, was established, and a year later Vladivostok was declared a fortress of the second rank, but it had also become a thriving port and did a great business with Korea and Manchuria. The construction of the Ussuri and Chinese Eastern Railways still further contributed to its prosperity and commercial enterprises were started which surprise the foreigner visiting Vladivostok for the first time. The war and the subsequent naval and military events did an enormous amount of damage, direct and indirect, but with the restoration of law and order and the help of the free port the improvement was again extraordinary and the future of the town seemed assured. It has an advantageous position and ample harbour accommodation in the Zolotoi Rog, the Golden Horn, one of the finest bays in the world. The chief thoroughfare, the Svetlanskaya, would attract notice anywhere. It skirts the shore of the Golden Horn and is paved with granite. There are three or four theatres, a circus, clubs, a city park, several hotels, an Oriental Institute for the study of Eastern languages, a Board of Trade or Bourse Committee, a number of middle schools, barracks, a gigantic prison, all of them buildings which show that an immense amount of money has been lavished on the place. Vladivostok suggests to all visitors Europe and a European city more than almost any other town in the Far East. One of the chief causes perhaps is the amount of horse traffic which particularly strikes those who have just come from China or Japan. Most Russians are proud of this kind of display, and on a holiday the number of horses and carriages seen on the streets would do credit to a city of half a million inhabitants and the pace suggests nothing so much as a stadium race. Vladivostok supports three or four newspapers, and one of them singularly enough was established by a fairly well-known Russian writer named Garfield. He is the nephew of the President who was murdered by an assassin. A brother of the President found his way to Russia. He became a court singer, married a Russian lady and was granted a title of nobility. It is this man's son who founded the *Dalyevka Otkryta*, which has been consistently anti-Government and therefore has had to change its name a good many times. It is a peculiarity of the Russian press law that it is much less draconic than it seems to be. There are a great many "suppressions" of newspapers, but except in very extreme cases this simply means that the name of the paper disappears and it comes out again at the earliest possible opportunity under an altogether new name, but with other change except perhaps the caution of experience. It is curious that of many European languages which he knows, Mr. Garfield is least fluent in English. The editor of the other chief paper is M. Panoff, who is widely known as the greatest authority on Eastern Siberia. His paper, the *Dalyevka*, from the first opposed the Russian occupation of Port Arthur, and prophesied disaster from this ill-starred adventure, which was a flagrant threat both to Japan and China. He is now equally energetic in denouncing the policy which has converted Vladivostok from a free into a closed port. The inauguration of the customs at Vladivostok is likely to be very disastrous to that port. Dairen, as the Japanese now call Dalny, is the great rival and the extra two hundred versts in distance to the peninsular port from Harbin might turn the scales in favour of Vladivostok. It is true that there is a custom establishment at Dairen as well as at the Russian port, but the methods are quite different. At Vladivostok the fundamental principle is the actual inspection of goods, whereas the Chinese customs requires no more than payment of *valorem* on the invoice. The delays and formalities at Vladivostok will more than extinguish the advantage of the shorter mileage. M. Panoff calls this policy of driving away freight from Russia's own line and transferring it to the South Manchurian absolutely suicidal and equivalent to a subsidy to the Japanese Dairen. Dairen has the initial advantage of being closer to a populous country. The maritime province has great possibilities, but it has only a few hundred thousand inhabitants spread over a huge territory, whereas Dairen has close to it Manchuria, and North Korea with a joint population of more than 20 millions. Until the Primorsk is colonised Vladivostok is nothing more than a port of transit and export for North Manchuria, and Korea if it can keep it, and Russia has not the population to colonise the maritime and the Amur provinces. All the development has to be done with alien labour, Chinese, Korean and even Japanese. The original idea of the construction of the Chinese Eastern Railway with two outlets to the ocean, was the handling of goods for the whole of Manchuria. The Vladivostok-Harbin line was to save North Manchuria. The Japanese have now the southern branch in their hands and they are straining

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Is a phrase suggestive of all-round fitness. It denotes freedom from disease; robustness of constitution; muscular force; and mental energy and vigour. The "sound as a bell" condition is one most devoutly to be wished, and happily, it is not only possible but easy of attainment by most folk who keep themselves "as sound as a bell" by taking  
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every method, justifiable and unjustifiable, if the reports of United States, British and German Consuls are to be believed, to get all the traffic for themselves. The Russian traffic of millions with Korea is falling away fast and that with North Manchuria is imperilled. There is therefore reason for the pessimism of the Vladivostok merchants. — *Rangoon Gazette*.ON SALE.  
BOUND VOLUMES of the HONGKONG  
WEEKLY PRESS, JULY to DECEMBER,  
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On Sale at the "HONGKONG DAILY PRESS"  
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Hongkong, 26th March, 1912.

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## NOTICES TO CONSIGNEES

NOTICE TO CONSIGNEES.  
FROM CALCUTTA, PENANG AND  
SINGAPORE.THE Steamship  
"JAPAN"  
having arrived from the above Ports, Consignees of Cargo are hereby informed that their Goods will be delivered from alongside.

Cargo impeding the discharge will be landed at once, at Consignees' risk and expense.

Cargo remaining on board after 2 p.m. of the 25th inst. will be landed at Consignees' risk and expense.

Consignees of Cargo from SINGAPORE AND PENANG are requested to take IMMEDIATE delivery of their goods from alongside, such Cargo impeding the discharge of the Vessel will be landed and stored at Consignees' risk and expense.

No Fire Insurance has been effected. Bills of Lading will be countersigned by the Undersigned.

DAVID SASSOON & Co., Ltd.,  
Agents.  
Hongkong, 22nd March, 1912. 1482

## SOCIETA NAZIONALE DI SERVIZI MARITTIMI.

NOTICE TO CONSIGNEES.  
FROM KOBE.THE Steamship  
"CAPRI"

having arrived from the above ports, Consignees of cargo by her are hereby informed that their Goods are being landed at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, whence delivery may be obtained. Perishable Goods to be taken delivery of immediately.

All Claims must be sent to the Office of the undersigned before Noon on the 30th inst., or they will not be recognized.

All Claims must be presented within ten days of the steamer's arrival here, after which date they cannot be recognized.

No Claims will be admitted after the Goods have left the Godowns, and all Goods remaining undelivered after the 27th inst. will be subject to rent.

All broken, chafed, and damaged goods must be left in the Godowns, where they will be examined on the 27th inst. at 9.30 a.m.

No Fire Insurance has been effected. CARLOWITZ & Co.,  
Agents.  
Hongkong, 21st March, 1912. 14

## NORDEUTSCHER LLOYD, BREMEN

IMPERIAL GERMAN MAIL LINE.

NOTICE TO CONSIGNEES.

THE Steamship  
"LUETZOW"

having arrived, Consignees of Cargo are hereby informed that their Goods, with the exception of Opium, Treasure and Valuables, are being landed and stored at their risk into the hazardous and/or extra hazardous Godowns of the Hongkong and Kowloon Wharf and Godown Company, Ltd., Kowloon, and West Point Godowns, whence delivery may be obtained.

Optional Cargo will be forwarded on unless intimation is received from the Consignees before Noon TO-DAY requesting it to be landed here.

No Claims will be admitted after the Goods have left the Godowns, and all goods remaining undelivered after the 29th inst. will be subject to rent.

All broken, chafed, and damaged goods are to be left in the Godowns, where they will be examined on the 29th inst. at 3.30 a.m.

All Claims must reach us before the 5th April, or they will not be recognized.

No Fire Insurance will be effected. Bills of Lading will be countersigned by the Undersigned.

NORDEUTSCHER LLOYD,  
MELCHERS & Co.,  
General Agents.  
Hongkong, 22nd March, 1912. 15

## ON SALE.

HONGKONG HANSARD REPORTS  
of the MEETINGS of the  
LEGISLATIVE COUNCIL for the  
Session 1911.

REVIEWED BY THE MEMBERS.

PRICE - - - - \$5.

DAILY PRESS OFFICE.

Hongkong, 6th March, 1912.

## VESSELS EXPECTED.

THE AMERICAN MAIL.  
The T.K.K. str. *Shingo Maru* sailed from Yokohama on the 17th inst., en route to Hongkong via Kobe, Nagasaki and Manila, and is expected to arrive at this port on the 30th inst.The P.M. S.S. Co. str. *Siberia* sailed from San Francisco March 5th for Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai, and is due to arrive at Hongkong April 1st.The P.M. S.S. Co. str. *China* sailed from San Francisco on the 12th inst., for Hongkong via Honolulu, etc., and is due to arrive at Hongkong on the 8th April.The T.K.K. str. *Chiyo Maru* will be despatched from San Francisco on the 27th inst., en route to Hongkong via Honolulu, Yokohama, Kobe, Nagasaki and Shanghai.The P.M. S.S. Co. str. *Manchuria* sailed from San Francisco, on March 21st, en route to Hongkong, via Honolulu, Yokohama, Kobe, Nagasaki and Manila, and is due to arrive at Hongkong on April 19th.THE AUSTRALIAN MAIL.  
The I.G.M. str. *Prinz Waldemar* left Yap on the 24th inst., at 10 a.m., and may be expected here on or about 1st April.The E. & A. str. *Aldenhurst* left Sydney on 8th inst., for this port (via Queensland Ports and Manila).The E. & A. str. *St. Albans* left Sydney on the 13th inst., for this port (via Queensland Ports, Port Darwin and Manila).THE CANADIAN MAIL.  
The C.P.R. Co.'s R.M.S. *Empress of India* left Vancouver, B.C., for Hongkong (via usual ports of call) on Thursday, the 7th March, at p.m.THE ENGLISH MAIL.  
The P. & O. str. *Delta* left Singapore for this port on the 23rd inst., at 1 p.m., with the outward English mails, and is due here on the 28th inst., at about 6 a.m.THE INDIAN MAIL.  
The str. *Lightning*, from Calcutta, left Singapore on Friday morning, and may be expected here on or about the 27th inst.The str. *Glenfarg* left Singapore on Wednesday, the 20th inst., and is due here on or about Tuesday, 26th inst.The T.K.K. str. *Bayo Maru* left Moji on the 20th inst., at 6 p.m., and is expected to arrive at this port on the 26th inst.The P. & O. str. *Oriental* left Yokohama on the 21st inst., at 1 p.m., and is expected to arrive at Hongkong on the 26th inst., at 1 p.m.The H.A.L. str. *Sachsen* left Singapore on the 21st inst., p.m., and may be expected here on or about the 26th inst., p.m.The N.Y.K. str. *Hitachi Maru* (European Line) left Singapore for this port on the 22nd inst., and is expected here on the 27th inst., p.m.The N.Y.K. str. *Kirin Maru* (Calcutta Line) left Kobe for this port via Moji on the 21st inst., and is expected here on the 28th inst.The str. *Muttra* left Rangoon for Hongkong on the 16th inst., and is due here about the 29th inst., and will leave for Japan the following day.The str. *Glenrae* passed the Suez Canal on the 19th inst., and is due here on or about 29th April.The T.K.K. str. *Hongkong Maru* will be despatched from Callao on the 19th inst., for Hongkong, and is expected here on the 23rd May.INDO-CHINA STEAM NAVIGATION CO., LTD.  
*Namsang*, from Singapore, is due in Hongkong 27th March.*Laisang*, from Calcutta, is due in Hongkong 4th April.*Fookiang*, from Shimonoeki, is due in Hongkong 27th March.*Suisang*, from Weihaiwei, is due in Hongkong 28th March.*Cheongshing*, from Weihaiwei, is due in Hongkong 28th March.SHIRE LINE.  
*Den of Glamis*, from Kobe, is due in Hongkong 1st April.HYDRA LINE.  
*Indrasnaha*, from Kobe, is due in Hongkong 1st April.BRITISH LINE.  
*Muttra*, from Rangoon, for Straits, Hongkong and Japan, is due in Hongkong 1st April.

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EIGHT FAMINE DISTRICTS with an area of 30,000 square miles.

Two and a half million people facing starvation. PLEASE SEND YOUR CONTRIBUTION TO-DAY.

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Every "travel wise" tourist takes the deservedly famous U.S. MAIL Steamers, of the

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Steamers of Limitless Luxury. Splendidly appointed "Homes on the Water," Wireless Telegraphy. Submarine Fog Signals. Excellent String Orchestra. Meals for epicures under the superintendence of caterers of International Repute.

The Cost: is not more by this route with its unrivalled opportunities than by any other route. For a return ticket to London the cost is but £120, including berth and meals across America. To San Francisco via Japan and Honolulu the cost is £45. For the INTERMEDIATE SERVICE First Class accommodations are provided for £43 to London (return ticket £74) and to San Francisco £25. SPECIAL RATES to Officers, Army, Navy, Consular or Civil Service, on application.

STEAMERS.	Tons	Starting	1912
PERSIA	9,000	TUESDAY, 26th March, at 1 P.M.	
KOREA	18,000	TUESDAY, 2nd April, at 1 P.M.	
SIBERIA	18,000	TUESDAY, 16th April, at 1 P.M.	
CHINA	10,200	TUESDAY, 23rd April, at 1 P.M.	
MANCHURIA	27,000	TUESDAY, 30th April, at 1 P.M.	
NILE	11,000	TUESDAY, 14th May, at 1 P.M.	
MONGOLIA	27,000	MONDAY, 20th May, at 1 P.M.	
KOREA	18,000	TUESDAY, 18th June, at 1 P.M.	

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CARRYING CARGO ON THROUGH BILLS OF LADING TO ALL OVERLAND COMMON POINTS.

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The BANK LINE Steamers are of the Newest Design, have most Commodious Accommodation, and are fitted with Electric Light and Wireless Telegraphy. Special Parcel Express to America and Canadian Ports. For Rates of Freight and Passage, apply to—

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FROM HONGKONG	FROM COLOMBO
30th March.	S.S. "TYMERIC" 16th April.

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THE STEAMERS OF THIS SERVICE PROVIDE THE QUICKEST TRANSIT FROM THE ORIENT TO THE ARGENTINE.

Frequent Sailings from HONGKONG connecting with the Company's Steamers at CALCUTTA.

For Rates of Freight and Further Particulars, apply to—

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[42-43-44]

## HONGKONG, CANTON, MACAO &amp; WEST RIVER STEAMERS

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD. AND CHINA NAVIGATION CO., LTD.

## WEEK-END SERVICE.

Commencing on the 30th instant, and until further notice, a Week-End Service will be arranged. The s.s. "HEUNGSHAN" will leave Hongkong at 10 p.m. on Saturday, 30th instant, for Canton, and the s.s. "HONAM" will depart from Canton at 4 p.m. on Sunday, 31st instant.

## HONGKONG-MACAO LINE.

S.S. "SUI TAI," Tons 1651. | S.S. "SUI AN," Tons 1651.

## HONGKONG TO MACAO.

Week days at 8 a.m. and 2 p.m. from the Company's Wing Lok Street Wharf. Sundays at 9 a.m. and 12.30 p.m. from the Company's Wing Lok Street Wharf.

## MACAO TO HONGKONG.

Week days at 7.30 a.m. and 2 p.m. Sundays at 7.30 a.m. and 5 p.m.

## EXCURSION TO MACAO.

SUNDAY, 31st MARCH.

The Company's Steamship

## "SUI AN,"

Will depart from the Company's WING LOK STREET WHARF at 9 a.m. Departure from Macao at 5 p.m. N.B.—The Company will also run a steamer from Macao on Sunday, leaving at 7.30 a.m., and from Hongkong at 12.30 p.m. from the Company's Wing Lok Street Wharf. This steamer connects with the excursion steamer returning from Macao at 5 p.m.

## FARES AS USUAL.

Further particulars may be obtained at the Office of the Company.

## CANTON-MACAO LINE.

S.S. "HOISANG," 457 tons.

Departures from Macao on Monday, Wednesday and Friday, at 9 p.m. Departures from Canton on Tuesday, Thursday and Saturday, at 4.30 p.m.

JOINT SERVICE OF THE HONGKONG, CANTON AND MACAO STEAMBOAT CO., LTD., THE CHINA NAVIGATION CO., LTD., AND THE INDO-CHINA STEAM NAVIGATION CO., LTD.

## CANTON-WUHOW LINE.

S.S. "SAINAM," 588 tons, and S.S. "YANNING," 569 tons.

One of the above Steamers leaves Canton for Wuhow every Monday, Wednesday and Friday, at about 8 a.m., and the other leaves Wuhow for Canton on the same days at 8.30 a.m. Round trips take about 5 days. Passengers can return to Hongkong or vice versa by the Company's direct steamers "LINTAN" and "SANUL." These vessels have superior Cabin accommodation and are lighted throughout by electricity. Electric Fan in each Cabin. Booking Office open daily (Sundays excepted) 9 a.m. to 5 p.m. Further particulars may be obtained at the Office of the—

HONGKONG, CANTON & MACAO STEAMBOAT CO., LTD. Hotel Mansions (First Floor), opposite the Blake Pier. [143]

## THE EASTERN &amp; AUSTRALIAN STEAMSHIP CO., LTD.

## MAIL SERVICE TO AUSTRALIA.

## MAIL SCHEDULE (SUBJECT TO MODIFICATION).

STEAMERS	ARRIVE HONGKONG FROM AUSTRALIA.	LEAVE HONGKONG FOR AUSTRALIA.
EMPIRE	...	Sat., 6th April, Noon.

The above Steamers are fitted with Refrigerating Machinery, ensuring a plentiful supply of Ice, Fresh Provisions, etc., and are lighted throughout with Electricity. All State-Rooms have Electric Fans. A duly qualified Doctor and Stewards are carried. For further particulars apply to—

GIBB, LIVINGSTON & Co. AGENTS.

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## TRANS-PACIFIC

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## DENVER AND RIO GRANDE

## TRANS-CONTINENTAL

## TOYO KISEN KAISHA.

New Triple Screw Turbine Flyers—20 Knots Speed.

S.S. TENYO MARU	21,000 tons.
S.S. CHIYO MARU	21,000 tons.
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AND S.S. NIPPON MARU 11,000 tons. (INTERMEDIATE.)

HONGKONG TO SAN FRANCISCO via CHINA and JAPAN PORTS and HONOLULU. Semi-tropical route—Daily bank bathing, cricket, baseball, dances and free newspaper containing World's happenings by wireless.

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## PHILIPPINES S.S. CO.

STEAMSHIP	TONS	CAPTAIN	FOR	SAILING DATE
ZAFIRO	4000	M. C. Smith	Manila, Mangarin, Iloilo and Cebu	On 1st Apr., 4 P.M.
RUBI	4000	S. Crosby	Manila, Mangarin, Iloilo and Cebu	On 10th Apr., 4 P.M.

For Freight or Passage, apply to SHEWAN, TOMES & Co., General Managers, PHILIPPINES S.S. Co. [13]

## SHIPPING IN PORT.

## STEAMERS.

BURMESE PRINCE, British str., 3,034, H. N. McDougall, 22nd March—Karatau 17th March.  
CANADA MARU, Japanese str., 6,068, K. Kori, 26th March—Shanghai 21st March—Osaka Shosen Kaisha.  
CHOYANG, British str., 1,650, Courtney, 20th March—Swatow 18th March, General—Jardine, Matheson & Co.  
FAUSANG, British str., 2,251, H. S. Makins, 20th March—Port Courbet 18th March, Coal—Jardine, Matheson & Co.  
HAIMUN, British str., 641, A. H. Stewart, 24th March—Swatow 23rd March, General—Douglas, Lapraik & Co.  
HAIYANG, British str., 1,562, J. W. Evans, 23rd March—Fuchow via Ports 20th March, General—Douglas, Lapraik & Co.  
JAPAN, British str., 3,800, A. Stewart, 22nd March—Singapore 16th March, General and Opium—David Sassoon & Co.  
J. BUSLAMAU, American str., 481, G. Ross, 23rd March—Manila 20th March—Bayreth & Co.  
KIUKANG, British str., 1,287, Robertson, 24th March—Dalny 19th March, General—Butterfield & Swire.  
KORSA, American str., 5,651, Wm. Fisher, 23rd March—San Francisco 20th Feb. Mails and General—Pacific Mail S.S. Co.  
LABRETS, British str., 1,340, C. E. Page, 20th March—Saigon 16th March, Rice and General—Chinese.  
LANDRAT SCHIFF, German str., 1,016, Brugger, 17th March—Bangkok 7th March, Rice—Chinese.  
LUCHOW, British str., 1,215, Meathell, 22nd March—Weihaiwei 10th March, General—Butterfield & Swire.  
MARIE, German str., 1,169, H. Schalkier, 22nd March—Saigon 17th March, Rice—Jensen & Co.  
MATHIAS, German str., 851, Chr. Uldrup, 22nd March—Haiphong and Hoihow 20th March, Rice and General—Jensen & Co.  
MERAPI, British str., 1,420, Uldall, 24th March—Samarang 14th March, Sugar—Chinese.  
MUREX, British str., 2,997, Milner, 21st March—Shanghai 15th March, Ballast—Asiatic Petroleum Co.  
ONANG, British str., 1,737, A. G. Smith, 17th March—Chingwantao 10th March, General—Chinese Engineering & Mining Co.  
PERSIA, American str., 2,744, J. Hill, 12th March—San Francisco via Shanghai 10th March, Mails and General—P. M. S.S. Co.  
PETROBURG, German str., 3,000, C. Gosevich, 23rd March—Singapore 18th March, Rice, Meat and Cotton—Butterfield & Swire.  
PITSANULOK, German str., 1,287, D. Reinert, 12th March—Bangkok 4th March, Rice—Butterfield & Swire.  
PONORONG, German str., 998, W. Botehr, 23rd March—Bangkok 12th March, Rice and Teak—Butterfield & Swire.  
QUINTA, German str., Tolleringer, 22nd March—Bangkok 15th March, General—Siemssen & Co.  
RAJAH, German str., 1,275, A. Roscher, 24th March—Hagen 15th March, Coal—Melchers & Co.  
SHINKAI MARU, Japanese str., 3,025, K. Tsai, 23rd March—Mitsui 28th March, Coal—Mitsui Bussan Kaisha.  
SUEVIA, German str., 2,351, Rassan, 24th March—Shanghai 20th March, General—Hamburg-Amerika Linie.  
SUNGKIANG, British str., 987, H. Mathias, 20th March—Haiphong and Hoihow 19th March, General—Butterfield & Swire.  
TALYTHUS, British str., 6,625, H. L. Allen, 15th March—Liverpool 4th Feb. General—Butterfield & Swire.  
TAMBA MARU, Japanese str., 6,133, S. Wada, 19th March—Seattle 13th March, Flour and General—Nippon Yusen Kaisha.  
TEAN, British str., 5,340, A. W. Outerbridge, 22nd March—Manila 10th March, Sugar and Hemp—Butterfield & Swire.  
TIELWONG, Dutch str., 3,061, A. Oldenburger, Java 3rd March, Sugar and General—Java-China-Japan Lijn.  
TIMAH, Dutch str., 2,470, W. H. Lap, 14th March—Kobe and Mitsui 10th March, General—Java-China-Japan Lijn.  
TYRANOSM, Dutch str., 3,566, P. Z. Zwart, 16th March—Mantok 8th March, General—Java-China-Japan Lijn.

## WEATHER REPORT.

On the 25th at 11.45 p.m.—Pressure has increased considerably over N.E. Japan and moderately along the China coast. It is now highest to the north of the Yangtze Valley. The depression which was yesterday to the East of the Loochoos has advanced to the East of the Bonins.

No returns from Indo-China.

Fresh N.E. winds may be expected along the S.E. coast, and over the N. China Sea.

Hongkong rainfall for 24 hours ending at 10 a.m. to-day, 0.36 inches. The forecast for the 24 hours ending at noon to-day is as follows:—

DISTRICT	FORECAST
Hongkong & Neighbourhood	E. winds, fresh to strong.
Formosa Channel	Same as No. 1.
South coast of China between Hongkong and Lamooka	Same as No. 1.
South coast of China between Hongkong and Hainan	Same as No. 1.
E. winds, fresh; fair.	

## CHINA COAST METEOROLOGICAL REGISTER.

25th MARCH, A.M.

Station.	Hour.	Barometer.	Temperature.	Humidity.	Direction.	Force.	Weather.
W'ostock	7 a.	29.97	33	96	SE	4	o
Nemuro	6 a.	30.14	—	—	NW	4	—
Hakodate	"	30.19	—	—	NW	1	—
Tokio	"	30.22	—	—	NW	1	—
Koshi	"	30.19	—	—	SW	1	—
Nagasaki	"	30.19	—	—	NE	0	—
Kagoshima	"	30.19	—	—	NE	0	—
Oshima	"	30.19	—	—	NW	0	—
Naha	"	30.09	—	—	NW	0	—
Ishijima	"	30.11	—	—	NW	2	—
Bonin Is.	"	29.99	—	—	NW	1	—
Chefoo	6 a.	—	—	—	—	—	—
Weihaiwei	9 a.	30.30	50	65	N	2	bm
Hankow	6 a.	—	—	—	—	—	—
Kiukiang	"	—	—	—	—	—	—
Shanghai	6 a.	30.25	47	93	ENE	1	o
Gutaiff	"	30.24	46	—	ENE	1	ov
Sharp Peak	9 a.	30.25	55	—	ENE	1	o
Swatow	6 a.	30.16	56	87	ENE	2	o
Taihou	5 a.	30.16	—	—	E	4	—
Taihoi	"	30.13	—	—	—	—	—
Taiwan	"	30.13	—	—	N	6	—
Koshun	"	30.0	—	—	N	4	—
Pescadores	"	30.13	—	—	N	1	—
Canton	9 a.	30.14	67	95	E	6	o
Hongkong	6 a.	30.14	62	94	E	4	o
W'ong Peak	7 a.	—	—	—	E	4	—
Cay Rock	6 a.	30.09	—	—	ENE	6	—
Wuhow	10 a.	30.09	64	—	ENE	1	of
Hoihow	"	—	—	—	—	—	—
Pakhoi	"	—	—	—	—	—	—
Phulien	6 a.	—	—	—	—	—	—
Tourane	"	—	—	—	—	—	—
C. St. James	"	30.04	—	—	SE	1	b
Apurri	"	30.03	—	—	—	—	—
Manila	"	30.03	—	—	W	1	b
Legaspi	"	30.03	—	—	W	1	b
Bohol	9 a.	—	—	—	NE	2	b
Iloilo	"	30.07	83	—	NE	1	b
Cebu	"	30.01	84	—	—	—	—
Labuan	"	29.91	83	—	—	—	—

T. F. CLAXTON, Director.  
1. HONGKONG, reduced to 33 degrees Fahrenheit on the level of the sea in inches, tenths and hundredths.  
2. TEMPERATURE, in the shade, in degrees Fahrenheit.  
3. HUMIDITY, in percentage of saturation, the humidity of air saturated with moisture being 100.  
4. DIRECTION OF WIND, to two points.  
5. FORCE OF WIND, according to Beaufort Scale.  
6. STATE OF SKY, by blue sky, or detached cloud, or drizzling rain, or fog, or gloom, or hail, or lightning, or overcast, or passing showers, or squalls, or rain, or snow, or thunder, or visibility, or view (wet).  
7. RAIN, in inches, tenths and hundredths.

## HONGKONG METEOROLOGICAL REGISTER.

Hongkong Observatory March 25th

Barometer	Previous Day		On Date
	at 2 p.m.	at 6 a.m.	
Barometer	30.03	30.14	30.09
Temperature	55	62	66
Humidity	96	94	72
Wind Direction	East	East	East
Force	2	4	4
Weather	od	o	o
Rain	—	—	—

Highest open air Temperature on 24th... 66  
Lowest open air Temperature on 24th... 63

## HONGKONG TIDE TABLE.

From 25th March to 1st April, 1912.

HIGH WATER.					LOW WATER.		
Day	Week.	Days of Month.	H'kong Mean Time.	Height.	H'kong Mean Time.	Height.	
			h. m.	ft. in.	h. m.	ft. in.	
Tues.	26	No inf.	2 18 a.	high- 6 6	11 9	low- 1 5	water
Wed.	27	No inf.	4 0 a.	high- 6 6	11 9	low- 1 5	water
Thurs.	28	No inf.	5 54 a.	high- 6 8	0 16	low- 1 0	water
Fri.	29	m	8 10 a.	6 5	1 7	low- 0 3	water
Sat.	30	m	8 46 a.	7 0	0 3	low- 0 3	water
			6 31 a.	4 8	1 49	low- 0 3	water
Sun.	31	m	8 53 a.	5 1	1 25	low- 0 2	water
			8 28 a.	7 1	2 0	low- 0 2	water
Mon.	1	m	9 14 a.	5 4	2 58	low- 1 2	water
			9 29 a.	6 8	2 47	low- 1 2	water



## SHIPPING

## ARRIVALS.

CARL DIEDERICHSEN, German str., 774, Ch. Jurgensen, 24th March—Haiphong and Hoiboh 20th March, General—Jensen & Co.

CHILDA, Norwegian str., 1,102, H. Nielsen, 24th March—Bangkok 13th March, General—Chinese.

CHINHUA, British str., 1,349, Benson, 24th March—Shanghai 21st March, General—Butterfield & Swire.

DUPLEX, French str., 7,000 Vergos, 25th March—Saigon.

FOOSHING, British str., 1,423, W. D. Welsh, 24th March—Chinkiang 20th March, Rice and Nuts—Jardine, Matheson & Co.

HANOI, French str., 739, G. Bouhier, 25th March—Haiphong and Pakhoi 24th March, General—A. R. Marty.

KENKON MARU No. 3, Japanese str., 2,342, T. Takai, 25th March—Rangoon 10th March, Rice—Mitsui Bussan Kaisha.

LOCKSMAN, German str., 1,020, W. Taubert, 25th March—Bangkok 17th March, Rice—Butterfield & Swire.

MATOPPO, British str., 2,420, W. H. Dormand, 24th March—New York, 2nd Feb., General—Shewan, Tomes & Co.

MISHIMA, Japanese str., 5,270, A. E. Moss, 25th March—Shanghai 22nd March, General—Nippon Yusen Kaisha.

POLYNESIAN, French str., 3,543, Dorise, 25th March—Saigon 22nd March, Mails and General—Messageries Maritimes.

PRUSSEN, German str., 5,182, T. Behle, 24th March—Shanghai 21st March, General—Hamburg-America Linie.

SHANGHAI, British str., 1,835, J. Robinson, 25th March—Moji 18th March, Coal—Mitsui Bussan Kaisha.

SIKIANG, French str., 815, E. de Catalano, 25th March—Haiphong and Pakhoi 23rd March, General—Messageries Maritimes.

TOSU MARU, Japanese str., 3,610, T. Satow, 25th March—Singapore 10th March, General—Nippon Yusen Kaisha.

TOURANE, French str., 3,104, Lancelotti, 25th March—Yokohama, Kobe and Shanghai 22nd March, Mails and General—Messageries Maritimes.

NAMUR, British str., 4,179, E. E. Andrews, R.N.R., 25th March—London 11th Feb., General—P. & O. S. N. Co.

## CLEARANCES.

AT THE HARBOUR MASTER'S OFFICE.

MARCH 25th.

HAIMON, British str., for Swatow.

KENKON MARU, Japanese str., for Moji.

LAERTES, British str., for Saigon.

MATHILDE, German str., for Haiphong.

MATOPPO, British str., for Shanghai.

NAMUR, British str., for Shanghai.

PRUSSEN, American str., for Shanghai.

RAJAH, German str., for Hoiboh.

SHINKAI MARU, Jap. str., for Moji.

SUEVIA, German str., for Hamburg.

TAMBO MARU, Japanese str., for Shanghai.

TOSU MARU, Japanese str., for Shanghai.

TOURANE, French str., for Europe, etc.

## DEPARTURES.

MARCH 25th.

ARABIAN, Danish str., for Shanghai.

CHINHUA, British str., for Canton.

FOOSHING, British str., for Canton.

JAPAN, British str., for Shanghai.

KIUKIANG, British str., for Canton.

LOONGMOON, German str., for Samarang.

POLYNESIAN, French str., for Shanghai.

RAJAH, German str., for Canton.

## PASSENGERS.

ARRIVED.

Per *Chinhu*, from Shanghai, Mr. and Mrs. Kludal, Mr. and Mrs. Prouss, Messrs. Daglie, A. Allen, South Mayd, Capt. Martury and Mr. K. O. Hau.

Per *Mishima Maru*, from Japan, etc., Sir D. Brownrigg, Mr. and Mrs. F. H. Pownall, Mr. J. Mizushima, Mr. J. M. A. Guterres and children, Mr. H. Hirano and Mr. S. Takahashi.

Per *Tourane*, from Yokohama, etc., Mr. Maejima, Mr. and Mrs. Hiba-Hannano, Mr. Ito-Takenoto, Mrs. Seppies, Mr. Hooper, Mrs. Potts, Mr. Krenner, Mr. Ross, Mr. Stephen and servant, Mr. Aveyard and servant, Mr. Shade.

Per *Namur*, for Hongkong, from London, Mr. A. J. Pumphrey, Mrs. Humphrey, Miss Ida Carey, Miss W. Wilkinson, Lieut. and Mrs. B. E. Richard, Mr. P. Bond, Mr. C. Burwood, Mr. W. Driscoll, Mr. R. A. Tucker, Surg. F. W. Quick, Surg. W. Miller, Surg. W. Bradbury, Surg. H. Burns, Surg. G. A. Brodshaw, from Port Said, Mr. and Mrs. Harris, from Singapore, Mr. V. T. Taylor, Mrs. C. W. Rosenstock, Mr. T. Starrock, Mr. and Mrs. Scripps, Miss Kellogg, Mr. Ayris and Mr. McDonald.

Per *Polynesian*, for Hongkong, from Marseilles, etc., Mr. and Mrs. de la Grade, Mr. Bischoff, Mr. Dambucourt, Mr. Lorent, Mr. Carl Muller, Mr. and Mrs. Sibiri, Mrs. Pavel, Mr. and Mrs. Tinto, Mr. E. Mello, Mrs. Luechi, Mr. Cruby, Mr. Gronert, Mr. Boussau, Mr. Mc Dougall, Mr. Lop, Mr. Gaffney, Mr. and Mrs. Hamilton, Mr. Mourichon, Mrs. de la Chen, Mrs. Mariotte and Mrs. Roussan.

## PASSED THE CANAL.

February 27th—*Atholl*, Benavon, *Lutzow*, *Matoppos*, *Namur*, March 1st—*Antilochus*, *Goben*, *Hirano Maru*, *Ningchow*, *Polynesian*, *Sachsen*, *Segovia*, *Deike Rickmers*, 5th—*Flintshire*, *Himalaya*, *Hitchi Maru*, *Konang Si*, *Nyanza*, *Baron Innerdale*, 8th—*Ajan Aragonia*, *Asyana*, *Benlomond*, *C. Ferd*, *Lacien*, *Ganges*, *Palawan*, *Ping Sney*, *Sydney*, 12th—*Benary*, *Laertes*, *Persia*, *Sandwich*, *Madura*, 13th—*Derfflinger*, *Erroll*, *Klein*, *Tango Maru*, *Ville de la Océan*, *Aradica*, *Lovat*, 16th—*Erzberg*, *Frans Ferdinand*, *Glenadine*, *Glenasani*, *Mayone*, *Pechaur*, *Socotra*, *Thecus*, *Yangtze*, 22nd—*Calchas*, *Ernest Simons*, *Idomeneus*, *Pathan*, *Saxonia*, *Sileta*.

## ARRIVALS AT HOME.

March 22nd—*Tango Maru*, *Wilhelmina*.

## VESSELS ADVERTISED AS LOADING.

To ascertain the anchorage of any Vessels, the Harbour has been divided into Four Sections commencing from Green Island. Vessels anchoring against Kowloon are marked "k", nearest Hongkong "h", midway between Hongkong and Kowloon "m", and those vessels berthed at the Kowloon Wharf "k.w.", together with the number denoting the section.

1. From Green Island to the Harbour Master's 2. From Harbour Master's to Blake Pier 3. From Blake Pier to Naval Yard 4. From Naval Yard to East Point

DESTINATION.	VESSEL'S NAME.	FLAG & REG.	SECT.	CAPTAIN.	PER FREIGHT APPLY TO	TO BE DESPATCHED.
LONDON, &c. via UGVAL PORTS OF CALL.	DEVANHA	Brit. str.	—	W. R. Hickey	P. & O. S. N. Co.	On 30th inst. at Noon.
LONDON, ROTTERDAM & ANTWERP	DEN OF GLAMIS	Brit. str.	—	F. J. Fox	JARDINE, MATHESON & Co., Ltd.	On 2nd April.
LONDON & ANTWERP via SINGAPORE, &c.	NUBIA	Brit. str.	—	G. J. D. Ahlens	P. & O. S. N. Co.	About 3rd April.
ROTTERDAM, HAMBURG & ANTWERP, &c.	ARCADIA	Ger. str.	k. w.	Grosman	HAMBURG-AMERICA LINIE	On 5th May.
ROTTERDAM, HAMBURG & ANTWERP, &c.	BELOSLAVIA	Ger. str.	k. w.	Eldebrandt	HAMBURG-AMERICA LINIE	On 31st May.
HAVRE & HAMBURG	C. THIED LARSEN	Ger. str.	k. w.	Solner	HAMBURG-AMERICA LINIE	On 7th April.
MARSEILLES, LONDON & ANTWERP via SINGAPORE, &c.	MISHIMA MARU	Jap. str.	—	A. E. Moss	NIPPON YUSEN KAISHA	On 10th May.
MARSEILLES, ROTTERDAM & HAMBURG, &c.	KAGA MARU	Jap. str.	—	M. Hagino	NIPPON YUSEN KAISHA	To-morrow at Daylight.
MARSEILLES, HAVRE & HAMBURG, &c.	SACHSEN	Ger. str.	—	Wagner	HAMBURG-AMERICA LINIE	On 27th April at Daylight.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TACOMA MARU	Jap. str.	—	K. Noda	OSAKA SHOSHUN KAISHA	On 16th April at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	TAMBA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-day, at Noon.
VICTORIA, B.C. & TACOMA via SHANGHAI, &c.	CANADA MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 30th inst. at 1 P.M.
TRIESTE, Fiume, Venice via SINGAPORE, &c.	AUSTRIA	Aus. str.	—	—	SANDER, WHEELER & Co.	On 2nd April.
TRIESTE, via SINGAPORE, PENANG, COLOMBO, &c.	KORBER	Aus. str.	—	—	SANDER, WHEELER & Co.	On 19th April, at 5 P.M.
NEW YORK	INDHASAMHA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	About 2nd April.
BOSTON & NEW YORK	KALOMO	Am. str.	—	Kesley	THE BANK LINE LTD.	On 11th April.
VANCOUVER, B.C. SEATTLE & PORTLAND, &c.	EMPERESS OF INDIA	Brit. str.	2 m.	W. Davison	THE BANK LINE LTD.	On 28th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	MONTEAGLE	Brit. str.	2 m.	H. S. Smith	CANADIAN PACIFIC R. Co.	On 28th inst.
VANCOUVER via SHANGHAI, JAPAN, &c.	SHINYO MARU	Jap. str.	—	—	CANADIAN PACIFIC R. Co.	On 1st June, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	PERSIA	Am. str.	—	—	TOYO KAISEN KAISHA	On 9th April, at Noon.
SAN FRANCISCO via SHANGHAI & JAPAN, &c.	KORIA	Am. str.	—	—	PACIFIC MAIL S.S. Co.	To-day, at 1 P.M.
AUSTRALIAN PORTS via MANILA	EMPIRE	Brit. str.	—	—	PACIFIC MAIL S.S. Co.	On 2nd April, at 1 P.M.
YOKOHAMA & KOBE via SHANGHAI	KUMANO MARU	Jap. str.	—	M. Winckler	NIPPON YUSEN KAISHA	On 12th April, at Noon.
YOKOHAMA & KOBE via SHANGHAI	CHINA	Aus. str.	—	—	SANDER, WHEELER & Co.	About 26th inst.
YOKOHAMA & KOBE	MUTTRA	Brit. str.	—	R. R. O'Sullivan	JARDINE, MATHESON & Co., Ltd.	On 2nd April, at Daylight.
YOKOHAMA & KOBE	PRINZ WALDEMAR	Ger. str.	—	H. Bremer	NIPPON YUSEN KAISHA	On 28th inst. at 5 P.M.
YOKOHAMA & KOBE	YAWATA MARU	Jap. str.	—	T. Sakine	NIPPON YUSEN KAISHA	About 2nd April.
NAGASAKI, KOBE & YOKOHAMA	BUYO MARU	Jap. str.	—	—	TOYO KAISEN KAISHA	On 9th April.
YOKOHAMA, PERUVIAN & CHILEAN via JAPAN	CHITAROON	Dut. str.	—	V. Zwart	JAVA-CHINA-JAPAN LYN	Quick despatch.
JAPAN	KONGSHING	Brit. str.	—	V. Liddell	JARDINE, MATHESON & Co., Ltd.	On 29th inst. at Noon.
TIENTSIN	HANGSANG	Brit. str.	—	Spencer Wilde	JARDINE, MATHESON & Co., Ltd.	On 29th inst. at Noon.
SHANGHAI	KUICHOW	Brit. str.	1 m.	—	BUTTERFIELD & SWIRE	On 1st April, at 4 P.M.
WEIHAIWEI, CHEFOO & TIENTSIN	JAPAN	Brit. str.	—	A. Stewart	DAVID SASSOON & Co., Ltd.	To-morrow, at Daylight.
SHANGHAI, KOBE & MOJI	TOBA MARU	Jap. str.	—	—	NIPPON YUSEN KAISHA	To-morrow.
SHANGHAI	CHINHUA	Brit. str.	1 m.	Benson	BUTTERFIELD & SWIRE	On 28th inst. at 4 P.M.
SHANGHAI	DEIRA	Brit. str.	—	E. P. Martin, R.N.R.	P. & O. S. N. Co.	About 28th inst.
SHANGHAI, KOBE & MOJI	NAMATTO	Brit. str.	—	G. M. B. Lake	JARDINE, MATHESON & Co., Ltd.	On 29th inst. at Noon.
SHANGHAI	ANHU	Brit. str.	1 m.	J. B. Harris	BUTTERFIELD & SWIRE	On 30th inst. at 8 P.M.
SHANGHAI, KOBE & YOKOHAMA	SACHSEN	Ger. str.	—	—	HAMBURG-AMERICA LINIE	On 29th inst.
SHANGHAI	CHENAN	Brit. str.	1 m.	Wm. Lloyd Jones	BUTTERFIELD & SWIRE	On 4th April, at 4 P.M.
SHANGHAI	KORBER	Aus. str.	—	—	SANDER, WHEELER & Co.	On 4th April, at 6 P.M.
SHANGHAI	LYMAN	Brit. str.	1 m.	O. C. Williams	BUTTERFIELD & SWIRE	On 6th April, at 8 P.M.
SHANGHAI, YOKOHAMA, KOBE & MOJI	PEKING	Swed. str.	—	—	ARTHUR NIELSON & Co.	About 20th April.
SHANGHAI	TIENHONG	Dut. str.	—	Bourman	JAVA-CHINA-JAPAN LYN	Quick despatch.
ANPING via SWATOW & AMOY	SOSHU MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 3rd April, at 10 A.M.
FOOCHOW via SWATOW & AMOY	KANJO MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	To-morrow, at Noon.
TAMBU via SWATOW & AMOY	DAIKIN MARU	Jap. str.	—	—	OSAKA SHOSHUN KAISHA	On 31st inst. at Noon.
SWATOW	HAICHOW	Brit. str.	2 h.	A. H. Stewart	DOUGLAS LAFRAIR & Co.	To-day, at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHOW	Brit. str.	2 h.	W. C. Passmore	DOUGLAS LAFRAIR & Co.	On 27th inst. at 11 A.M.
SWATOW, AMOY & FOOCHOW	HAICHOW	Brit. str.	2 h.	J. S. Roach	DOUGLAS LAFRAIR & Co.	On 31st inst. at 10 A.M.
MANILA, CEBU & ILOILO	HAICHOW	Brit. str.	2 h.	J. W. Evans	DOUGLAS LAFRAIR & Co.	On 4th April, at 11 A.M.
MANILA	TRAN	Brit. str.	1 m.	A. W. Outerbridge	BUTTERFIELD & SWIRE	To-day, at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	LOONGSANG	Brit. str.	—	Leask	JARDINE, MATHESON & Co., Ltd.	On 30th inst. at 2 P.M.
MANILA, CEBU & ILOILO	ZAPIRO	Am. str.	—	M. C. Smith	SHAW, TOMES & Co.	On 1st April, at 4 P.M.
MANILA	KAIPOING	Brit. str.	1 m.	Sidford	BUTTERFIELD & SWIRE	On 2nd April, at 4 P.M.
MANILA, MANGARIN, ILOILO & CEBU	RUBI	Brit. str.	—	P. H. Rolfe	JARDINE, MATHESON & Co., Ltd.	On 6th April, at 2 P.M.
BATAVIA, CHERIBON, SAMARANG, &c.	TYRAN	Dut. str.	—	S. A. Crosby	SHAW, TOMES & Co.	On 10th April, at 4 P.M.
BOMBAY via SINGAPORE & COLOMBO	COLOMBO MARU	Jap. str.	—	J. E. W. Dammie Jelsh	JAVA-CHINA-JAPAN LYN	Quick despatch.
SINGAPORE	CHUNGSANG	Brit. str.	—	C. J. Matlock	NIPPON YUSEN KAISHA	On 3rd April.
SINGAPORE, PENANG & RANGOON	FAZILKA	Brit. str.	—	—	JARDINE, MATHESON & Co., Ltd.	To-morrow, at Noon.
SINGAPORE, PENANG & CALCUTTA	FOOKSANG	Brit. str.	—	T. A. Mitchell	JARDINE, MATHESON & Co., Ltd.	On 28th inst. at 4 P.M.
KWANG CHOW WANG & HAIPHONG	SI-KIANG	Fren. str.	—	E. de Catalano	JARDINE, MATHESON & Co., Ltd.	On 1st April, at Noon.

## INDO-CHINA S. NAV. CO., LD.

PROJECTED SAILINGS FROM HONGKONG (SUBJECT TO ALTERATION).

FOR

SINGAPORE..... "CHUNGSANG" ... Wed., 27th Mar., Noon.

TIENTSIN..... "CHEONGSHING" ... Friday, 29th Mar., Noon.

SHANGHAI..... "HANGSANG" ... Friday, 29th Mar., Noon.

SHANGHAI, KOBE & MOJI..... "NAMSANG" ... Friday, 29th Mar., Noon.

\* MANILA..... "LOONGSANG" ... Saturday, 30th Mar., 2 P.M.

\* SINGAPORE, PENANG & CALCUTTA..... "FOOKSANG" ... Monday, 1st April, Noon.

\* MANILA..... "YUENSANG" ... Saturday, 6th April, 2 P.M.

RETURN TOURS TO JAPAN.

(OCCUPYING 24 DAYS).

The Steamers "KUTSANG", "NAMSANG" and "FOOKSANG" leave about every 3 weeks for Shanghai and returning via Kobe (Inland Sea) and Moji to Hongkong.

These vessels have all modern improvements and are fitted throughout with Electric Light.

A daily qualified surgeon is also carried.

Steamers have superior accommodation for First Class Passengers and are fitted throughout with Electric Light.

† Taking Cargo on through Bills of Lading to Tangkang Port, Tsingtau, Weihaiwei, Chefoo (Tientsin) and Newchwang.

Telephone No. 215, Sub. Exch. 4.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., GENERAL MANAGERS. [15]

## BRITISH INDIA S. N. CO., LD.

NEW FORTNIGHTLY SERVICE OF STEAMERS BETWEEN KOBE, HONGKONG AND RANGOON.

EASTWARD.

The S.S. "MUTTRA", 4,644 tons, Captain J. R. O'Sullivan, due at Hongkong from Rangoon on 2nd April, at Daylight, will be despatched for YOKOHAMA and KOBE the same day, at Noon, taking Cargo and Passengers at Current Rates. To be followed by S.S. "FULTALA", 4,152 tons, Capt. H. Chidley.

WESTWARD.

The S.S. "FAZILKA" will leave Hongkong for SINGAPORE, PENANG and RANGOON on the 28th March, 1912, at 4 P.M., followed by the S.S. "WARDHA", on 10th April, taking Cargo and Passengers at Current Rates.

The above Steamers have excellent saloon accommodation for passengers and are fitted with all modern conveniences.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS. [39]

Telephone No. 215, Hongkong, 26th March, 1912.

## "SHIRE" LINE OF STEAMERS, LIMITED.

PROJECTED HOMEWARD SAILINGS FROM HONGKONG. (SUBJECT TO ALTERATION).

FOR

STRAIMERS DATE OF DEPARTURE

LONDON & ANTWERP..... "DEN OF GLAMIS" ... On 2nd April.

LONDON, ROTTERDAM & ANTWERP..... "FLINTSHIRE" ... On 10th May.

Most Steamers have excellent accommodation for a limited number of First Class Passengers. Cabins are situated amidships, and are fitted with electric light and fans. Attention is directed to the moderate fares charged.

\* Does not take Passengers.

For Freight or Passage, apply to JARDINE, MATHESON & Co., LTD., AGENTS. [69]

Hongkong, 22nd March, 1912.

## CANADIAN PACIFIC ROYAL MAIL STEAMSHIP LINE.

VIA VANCOUVER AND

THE CANADIAN PACIFIC RAILWAY

PROPOSED SAILINGS FROM HONGKONG, ST. JOHN N.B. AND QUEBEC. (SUBJECT TO ALTERATION).

FOR VANCOUVER.	FOR LIVERPOOL.
"EMPERESS OF INDIA" SAT., 20th Apr.	"EMPERESS OF IRELAND" FRI., 17th May.
"EMPERESS OF JAPAN" SAT., 11th May.	"ALLEN LINE" FRI., 7th June.
"MONTEAGLE" SAT., 1st June.	"EMPERESS OF BRITAIN" FRI., 28th June.
"EMPERESS OF INDIA" SAT., 22nd June.	"ALLEN LINE" FRI., 19th July.

Steamships leave HONGKONG at 7 A.M.

THE direct route to CANADA, UNITED STATES AND EUROPE, calling at SHANGHAI, NAGASAKI (through the INLAND SEA OF JAPAN) KOBE, YOKOHAMA and VICTORIA, B.C. Connecting at VANCOUVER with a Mail Express, and at ST. JOHN or QUEBEC with the Company's Atlantic "EMPERESS" Steamships, 14,500 tons register, thus providing a comfortable and speedy through route to Europe.

All Steamers of the Company's Pacific and Atlantic Fleets are equipped with the Marconi Wireless apparatus.

Hongkong to London, 1st Class ..... via Canadian Atlantic Ports or New York 27/1.10

Intermediate on Steamship ..... 24s. .... 24s.

First Class rate to London includes cost of Meals and Berth in Sleeping Car while crossing the American Continent by Canadian Pacific direct Line.

R.M.S. "MONTEAGLE" or vice Intermediate Passengers only, at Intermediate rates affording superior accommodation for that class.

Passengers Booked through to all points and AROUND THE WORLD.

SPECIAL THROUGH RATES (First Class only) granted to Missionaries, Members of the Naval, Military, Diplomatic, and Civil Services and to European Officials in the Service of China and Japan Governments. Full particulars of application from Agents.

For further information Maps, Routes, Handbooks of Freight and Passage, apply to D. W. CRADDOCK, General Trade Agent for China, Corner Pedder Street and Praya opposite Blake Pier.

## NORDDEUTSCHER LLOYD. BREMEN IMPERIAL GERMAN MAIL LINES.

FOR STEAMERS TONS TO SAIL

KOBE and YOKOHAMA .. "PRINZ WALDEMAR" .. About 2nd April.

All the Steamers of the European Line are fitted with Wireless Telegraphic.

New System of Telefunken.

For Further Particulars, apply to

NORDDEUTSCHER LLOYD, MELOHRS &amp; Co., GENERAL AGENTS HONGKONG AND CHINA.

Hongkong, 20th March, 1912.

## VESSELS ON THE REEF

FOR SHANGHAI, KOBE AND MOJI.

THE Steamship

"JAPAN"

Captain A. Stewart, will be despatched for the above Ports TO-MORROW, the 27th inst. at Daylight.

The Steamship has superior accommodation for Passengers, is installed throughout with Electric Light and carries a duly certified doctor.

RETURN TOURS TO JAPAN

(OCCUPYING 20 DAYS).

The Steamers leave about every 3 weeks for Shanghai and Kobe (Inland Sea), returning via Moji, providing a stay of 5 to 6 days in Japan. Return Tickets are available by the Indo-China Steam Navigation Co.'s Steamers. Fare for round trip, \$120.

For Freight or Passage, apply to

DAVID SASSOON &amp; Co., LTD., Agents.

Hongkong, 26th March, 1912. [482]

THE PENINSULAR AND ORIENTAL STEAM NAVIGATION COMPANY.

STEAM FOR STRAITS, CEYLON

AUSTRALIA, INDIA, ADEEN, EGYPT

MEDITERRANEAN PORTS,

PLYMOUTH AND LONDON.

THROUGH BILLS OF LADING ISSUED FOR

BATAVIA, PERMAN, GUAD, CONTINENTAL,

AMERICAN AND SOUTH AFRICA PORTS.

THE Steamship

"DEVANHA"

Captain W. R. Hickey, carrying His Majesty's Mails, will be despatched from this port for BOMBAY, on SATURDAY, the 30th March, 1912, at Noon, taking Passengers and Cargo for the above Ports in connection with the Co.'s s.s. "MOLDAVIA", 10,000 tons, from Colombo, passengers' accommodation in which vessel is secured before departure from Hongkong.

Silk and Valuables, all Cargo for France, Tees and Cargo for London (under arrangement) will be transhipped at Colombo into the mail steamer proceeding direct to Marseilles and London, other Cargo for London, &c., will be conveyed via Bombay by the s.s. "MASTICA" due in London on the 10th May, 1912.

Parcels will be received at the Office until 4 P.M. the day before sailing. The contents and value of all packages are required.

For further particulars, apply to

E. A. HEWITT, Superintendent.

Hongkong, 19th March, 1912.

"INDRA" LINE, LIMITED.

FOR NEW YORK.

(With liberty to proceed via the Cape of Good Hope.)

THE Steamship

"INDRASAMHA"

Capt. N. P. Pilcher, will be despatched as above on or about the 2nd April.

For Freight or Passage, apply to JARDINE, MATHESON & Co., Ltd., Agents.

Hongkong, 8th March, 1912. [409]

THE AMERICAN AND MANCHURIAN LINE.

FOR BOSTON AND NEW YORK.

(With liberty to proceed via the Cape



# PENINSULAR & ORIENTAL

## STEAM NAVIGATION COMPANY.

FOR	STEAMERS	TO SAIL	REMARKS
SHANGHAI	DELTA	About 28th Mar.	Freight and Passage.
LONDON VIA USUAL PORTS	DEVANHA	Noon.	See Special Advertisement.
LONDON and ANTWERP VIA SINGAPORE, PENANG, COLOMBO, PORT SAID and MARSEILLES	NUBIA	About 3rd April.	Freight and Passage.

For Further Particulars apply to

E. A. HEWETT,  
Superintendent.

Hongkong, 26th March, 1912.

# CHINA NAVIGATION CO., LD.

## SAILINGS SUBJECT TO ALTERATION

FOR	STEAMERS	TO SAIL
MANILA, CEBU and ILOILO	"TEAN"	On 26th Mar., 4 P.M.
SHANGHAI	"CHINHUA"	On 28th Mar., 4 P.M.
SHANGHAI	"ANHUI"	On 30th Mar., 4 P.M.
WEIHAIWEI, CANTON and TIENTSIN	"HUIHONG"	On 1st Apr., 4 P.M.
MANILA, CEBU and ILOILO	"KAIFONG"	On 2nd Apr., 4 P.M.
SHANGHAI	"CHENAN"	On 4th Apr., 4 P.M.
SHANGHAI	"LINAN"	On 6th Apr., 4 P.M.

## DIRECT SAILINGS TO WEST RIVER, Twice Weekly.

S.S. "LINTAN" and S.S. "SANUI."

AUSTRALIAN STEAMERS have superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A fully qualified Surgeon is carried. REDUCED FARES, Cargo booked through for all Australia, New Zealand and Tasmania Ports.

MANILA LINE—TWIN SCREW STEAMERS "TEAN" and "TAMING." Saloon accommodation Ample; Electric Fans fitted; Extra State-rooms on Deck, aft. Saloon accommodation of S.S. "KAIFONG" is situated on Deck, aft.

SHANGHAI LINE—FAST SCHEDULE TWIN SCREW STEAMERS "ANHUI," "CHENAN," "CHINHUA" and "LINAN" with excellent accommodation. Electric Light throughout and Electric Fans in the State-rooms and Dining Saloon, leaving Hongkong for Shanghai direct every Thursday and Sunday, taking cargo on through Bills of Lading to all Yangtze and Northern China Ports.

Passengers must embark before Mid-night on SATURDAY, for the SUNDAY Morning sailings. A Co.'s launch leaves Murray Pier at 10 o'clock every SATURDAY Night.

These Steamers Land Passengers in Shanghai, avoiding the inconvenience of the transshipment at Woosung.

REDUCED FARES.—SINGLE \$45.....RETURN \$75.

For Freight or Passage apply to— BUTTERFIELD & SWIRE, AGENTS [8]

# DOUGLAS STEAMSHIP CO., LD

## HONGKONG-SOUTH CHINA COAST PORTS

HIGHEST Class, Fastest and Most Luxurious Steamers on the Coast, having Splendid Accommodation for First Class Passengers. Electric Light. Excellent Cuisine.

## SWATOW, AMOY AND FOOCHEW AND RETURN.

(Occupying 9 to 10 Days).

STEAMSHIP	CAPTAIN	LEAVING
"HAICHING"	Capt. W. C. Pasmore	WEDNESDAY, 27th Mar., at 11 A.M.
"HAITIAN"	Capt. J. S. Roach	SUNDAY, 31st Mar., at 10 A.M.
"HAITIAN"	Capt. J. W. Evans	THURSDAY, 4th Apr., at 11 A.M.

## FOR SWATOW AND RETURN.

(Occupying 3 Days).

"HAIMUN"	Capt. A. H. Stewart	TUESDAY, 26th Mar., at 11 A.M.
"HAIMUN"	Capt. A. H. Stewart	FRIDAY, 29th Mar., at 11 A.M.

Steamers will arrive at and Depart from the Company's Wharf (near Blake Pier).

For Freight and Passage, apply to— DOUGLAS, LAUREN & Co., GENERAL MANAGERS. [7]

Hongkong, 26th March, 1912.

# HAMBURG-AMERIKA LINIE

## IN CONJUNCTION WITH

### DEUTSCHE DAMPSCHIFFFAHRTS GESELLSCHAFT "HANSA."

Regular Sailings from JAPAN, CHINA and PHILIPPINES, via STRAIT, and COLOMBO, to MARSEILLES, HAVRE, BREMEN and HAMBURG and to NEW YORK.

TAKING Cargo at Through Rates to all European North Continental and British Ports also Trieste, Lisbon, Oporto, Marseilles, Genoa, and other Mediterranean, Levantine, Black Baltic Sea and Ports, and all North and South American Ports.

## NEXT SAILINGS FROM HONGKONG:

### OUTWARD.

For SHANGHAI, Kobe &amp; Yokohama:

S.S. SACHSEN	29th March.
S.S. C. FERD. LAEISZ	2nd April.
S.S. SITHONIA	10th April.
S.S. SCANDIA	26th April.
S.S. BAYERN	3rd May.

### HOMeward.

For HAVRE &amp; HAMBURG:

S.S. BELGRAVIA	7th April.
For MARSEILLES, HAVRE & HAMBURG:	
S.S. SACHSEN	27th April.
For ROTTERDAM, HAMBURG & ANTWERP:	
S.S. O. J. D. AHLERS	5th May.
For HAVRE, BREMEN & HAMBURG:	
S.S. C. FERD. LAEISZ	10th May.
For ROTTERDAM, HAMBURG & ANTWERP:	
S.S. ARCADIA	31st May.

For Further Particulars, apply to—

HAMBURG-AMERIKA LINIE,  
Hongkong Office.

Hongkong, 26th March, 1912.

# AUSTRIAN LLOYD.

(Under Mail Contract with the Austrian Government)

## MONTHLY EAST DIRECT SERVICE TO TRIESTE

via SINGAPORE, PENANG, COLOMBO, ADEN, SUZ and PORT SAID.

S.S. "KOEBER" 9,900 tons, will leave as above on 19th April, 1912, 5 P.M.

S.S. "BOHEMIA" 7,900 tons, will leave as above on 19th May, 1912.

S.S. "KOEBER" 9,900 tons, will leave as above on 4th April, 1912, at 6 A.M.

Superior accommodation for 1st and 2nd Class Cabin and Steerage passengers. Cheap rates. Hongkong-Trieste, Venice, £50. 1st, £36 2nd Class. No surtax, no tips, no inside Cabins, excellent cuisine, Doctor, Laundry, Wireless Telegraphy.

## MONTHLY ORDINARY SERVICE.

S.S. "CHINA" 11,800 tons, will leave for YOKOHAMA and Kobe via SHANGHAI about 26th March.

S.S. "AUSTRIA" 14,000 tons, will leave for TRIESTE, FRANK and VENICE, via SINGAPORE, PENANG, COLOMBO, BOMBAY, KARACHI, ADEN, SUZ, PORT SAID, on 2nd April.

These steamers are fitted with comfortable one class accommodation for saloon passengers. Cheap rates. Hongkong-Trieste, Venice £43, no surtax, excellent cuisine, Doctor, Wireless Telegraphy.

## ROUND THE WORLD TICKETS ARE ISSUED.

CARGO is taken at through rates to all ports in the Adriatic, the Levant and Black Sea, also to North and South America. For information apply to

SANDER, WIELER &amp; Co., Agents,

Hongkong, 26th March, 1912.

Princes' Building. [15]

# TOYO KISEN KAISHA.

IMPERIAL JAPANESE  
TRANS-PACIFIC MAIL LINES.

## SAN FRANCISCO LINE.

Operating the THREE TRIPLE SCREW TURBINE Steamers!

## CHIYO MARU, SHINYO MARU AND TENYO MARU.

Speed 21 KNOTS, Displacement 21,000 TONS

## "NIPPON MARU"

INTERMEDIATE STEAMER.

Speed 18 KNOTS, Displacement 11,000 TONS.

Between HONGKONG and SAN FRANCISCO via SHANGHAI, NAGASAKI, KOBÉ, YOKOHAMA and HONOLULU.

## SOUTH AMERICA LINE.

(In Connection with the NATIONAL RAILWAYS of MEXICO at MANZANILLO and the TEHUANTEPEC NATIONAL RAILWAY at SALINA CRUZ.)

The Only Regular Direct Service to MEXICAN, CHILIAN and PERUVIAN PORTS.

The Steamers—

BUYO MARU, HONGKONG MARU and KIYO MARU.

Ply between HONGKONG and CORONEL via MOJI, KOBÉ, YOKOHAMA HONOLULU, MANZANILLO, SALINA CRUZ, CALLAO, ARICA, IQUIQUE and VALPARAISO.

## PROPOSED SAILINGS FROM HONGKONG (Subject to Alteration).

STEAMER	CAPTAIN	DATE OF SAILING.
SHINYO MARU	H. S. Smith	TUESDAY, 9th April, NOON.
CHIYO MARU	W. W. Greene	TUESDAY, 7th May, at Noon.
NIPPON MARU	A. G. Stevens	TUESDAY, 28th May, at Noon.
TENYO MARU	E. Bent	TUESDAY, 4th June, at Noon.

STEAMER	TONS	DATE OF SAILING.
BUYO MARU	10,500	TUESDAY, 9th APRIL, NOON.
HONGKONG MARU	11,000	FRIDAY, 7th June, at Noon.
KIYO MARU	17,500	TUESDAY, 6th Aug., at Noon.

ALL STEAMERS are equipped with JAPANESE GOVERNMENT WIRELESS TELEGRAPH APPARATUS and POST OFFICES.

SPECIAL RATES.—To OFFICERS of the ARMY and NAVY, members of the CIVIL and CONSULAR SERVICES and to MISSIONARIES.

Through bookings to all important points and AROUND THE WORLD.

For Full Particulars as to Passage and Freight, apply to

K. MATSUDA, AGENT,

King's Building (Opposite Blake Pier).

# EST ASIATIQUE FRANCAIS

MESSAGERIES MARITIMES, AGENTS.

MAIL SERVICE TO AND FROM

## TONKIN

in 53 hours.

S.S. "SI-KIANG," Capt. E. de Catalano.

(1st and 2nd CLASSES) will leave Hongkong for

KWANG CHOW WANG AND HAIPHONG,

on WEDNESDAY, the 27th MAR., 1912, at 9 A.M.

For Passages and Freight apply to P. THOMAS, M.M. Co.'s AGENT.

# OSAKA SHOSEN KAISHA.

REGULAR SERVICES, PROPOSED SAILINGS FROM HONGKONG.

(Subject to Alteration).

## TRANS-PACIFIC SERVICE.

Connecting at TACOMA with

THE CHICAGO, MILWAUKEE and PUGET SOUND RAILWAY

AND

THE CHICAGO, MILWAUKEE and ST. PAUL RAILWAY.

(The only direct train service, without transshipment, also shortest and fastest route, from the Pacific Coast to Chicago.)

Taking cargo on through Bills of Lading to all Ogdland-Common Points in the U.S.A. and Canada, also to the principal ports in Mexico, Central and South America.

FOR	STEAMERS	TONS (Gross reg.)	LEAVES.
VICTORIA, B.C. & TACOMA via NAGASAKI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"TACOMA MARU"	6,173	TUESDAY, 16th April, at 1 P.M.
VICTORIA, B.C. & TACOMA via SHANGHAI, HAI MOJI, KOBÉ, YOKKAICHI, AND YOKOHAMA	"CANADA MARU"	6,064	SATURDAY, 30th March, at 1 P.M.

O. S. K. has made the following revision on 1st class passage to Victoria, Tacoma, Seattle, Vancouver, Portland, and San Francisco:—

From Manila	G. \$130.00
From Hongkong, Shanghai and Keelung	G. \$110.00
From Nagasaki, Moji, Kobe and Yokohama	G. \$ 95.00

1st class passage from Hongkong to Victoria, Tacoma, Seattle, Vancouver, Portland and San Francisco, G. \$ 110.00

The Co.'s Newly Built Steamers have fair speed. Superior accommodation for Steerage Passengers situated AMIDSHIP. A limited number of Cabin Passengers carried at Low Rates. Best adapted rooms for carrying Silk, Wool and Fur. Special attention given toward Express connection.

## HONGKONG, SOUTH CHINA COAST PORTS & FORMOSA SERVICE

FOR	STEAMERS	LEAVES.
FOOCHOW VIA SWATOW and AMOY	"KAIJO MARU"	WED'DAY, 27th Mar., at Noon.
TAMSUI VIA SWATOW and AMOY	"DAIJIN MARU"	SUNDAY, 31st Mar., at Noon.
ANPING VIA SWATOW and AMOY	"SOBU MARU"	WED'DAY, 3rd April, at 10 A.M.

For information of Freight, Passages, Sailings, etc., apply at the Co.'s Local Branch Office, at Second Floor, No. 1, Queen's Buildings

S. HIROL,

MANAGER

772-773

# NIPPON YUSEN KAISHA

(THE JAPAN MAIL STEAMSHIP CO.)

## PROJECTED SAILINGS FROM HONGKONG—

SUBJECT TO ALTERATION.

DESTINATIONS	STEAMERS	TONS	SAILING DATES
MARSEILLES, LONDON and ANTWERP via SINGAPORE, PENANG COLOMBO, SUEZ and PORT SAID	MISHIMA MARU Capt. A. E. Moses	9,000	WED'DAY, 27th Mar., at Night.
	KAGA MARU Capt. M. Hagino	7,000	WED'DAY, 10th Apr., at Daylight.
VICTORIA, B.C. and SEATTLE via SHANGHAI, MOJI, KOBÉ, YOKKAICHI, AND YOKOHAMA	TAMBA MARU Capt. K. Noda	7,000	TUESDAY, 26th Mar., at Noon.
	SANUKI MARU Capt. S. Ishikawa	7,000	TUESDAY, 9th April, at Noon.
VICTORIA, B.C. & SEATTLE	KAMAKURA MARU Capt. K. Koa	7,000	SATURDAY, 23rd Mar., from KOBÉ.
SYDNEY and MELBOURNE, via MANILA, THURSDAY ISLAND, TOWNSVILLE and BRISBANE	KUMANO MARU Capt. M. Winkler	6,000	FRIDAY, 12th April, at Noon.
	YAWATA MARU Capt. T. Sakino	6,000	FRIDAY, 10th May, at Noon.
BOMBAY via SINGAPORE, and COLOMBO	COLOMBO MARU Capt. J. Teranaka	5,000	WED'DAY, 3rd April.
KOBÉ and YOKOHAMA	HILOCHI MARU Capt. T. Yamawaki	7,000	THURSDAY, 28th Mar., at 5 P.M.
NAGASAKI, KOBÉ & YOKOHAMA	YAWATA MARU Capt. T. Sakino	5,000	WED'DAY, 10th Apr., at Noon.
SHANGHAI & KOBÉ			
SHANGHAI & KOBÉ	TOSA MARU Capt. Sato	6,000	WED'DAY, 27th March.

Fitted with New System of Wireless Telegraphy. \* Carries Deck Passengers. † Cargo only

## NEW LINE OF STEAMERS

### BETWEEN KOBÉ & CALCUTTA.

REGULAR FORTNIGHTLY SERVICE

FROM KOBÉ TO CALCUTTA, CALLING AT HONGKONG, SINGAPORE, PENANG AND RANGOON.

The next steamer from Hongkong—

"KIBIN MARU," 4,000 tons, Capt. Deguchi, On 28th March.

## 1912 PASSENGER SEASON 1912

STEAMER	TONS	CAPTAIN	FROM HONGKONG
MISHIMA MARU	9,000	A. C. Moses	March 27th
KAGA	7,000	M. Hagino	April 10th
ATSUTA	9,000	Wm. Thompson	April 24th
HITACHI	7,000	T. Yamawaki	May 8th
MIYASAKI	9,000	T. Murai	May 22nd

## FOR SEATTLE.

TAMBA MARU	7,000	S. Wada	March 26th
SANUKI	7,000	Urawa	April 9th
AWA	7,000	T. Iizawa	April 23rd
INABA	7,000	S. Tomimaga	May 21st

For further information, apply to—

T. KUSUMOTO, MANAGER.

[12-15-41]

# PENINSULAR & ORIENTAL

## STEAM NAVIGATION CO.

## HOMeward PASSENGER SEASON, 1912.

### PROPOSED SAILINGS OF MAIL STEAMERS

## MARSEILLES AND LONDON

TAKING PASSENGERS ALSO FOR

COLOMBO, INDIA, AUSTRALASIA, EGYPT, BRINDISI, &amp;c.

THROUGH TICKETS ISSUED TO BOSTON AND NEW YORK.

STEAMERS	Leave		Connecting Steamers	Due	Due
to	HONGKONG		from COLOMBO to	MARSEILLES	PLYMOUTH
COLOMBO			MARSEILLES & LONDON	(Brindisi 2 days earlier)	(London 1 day later)
<hr/>					
STEAMERS	Leave	Day	STEAMERS	Leave	Day
DEVANHA .....	8000	March 30	MOLDAVIA .....	11000	April 27
DELTA .....	8000	April 13	MALAJA .....	12500	May 11
ASSAYE .....	7500	April 27	MONGOLIA .....	10000	May 25
ORIENTAL .....	5234	May 11	MALWA .....	11000	June 8
DEVANHA .....	8000	May 25	CHINA .....	8000	June 22
DELTA .....	8000	June 8	MACEDONIA .....	10500	July 6
ARCADIA .....	7000	June 22	MOREA .....	11000	July 20

Passengers change Steamers at COLOMBO, and those for BRINDISI transfer also to the Express Mail Steamer at PORT SAID.

Accommodation in the connecting Steamer from COLOMBO is definitely reserved in Hongkong at the time of Booking.

FARES TO LONDON:

1st SALOON £71.10 SINGLE £106.14 RETURN.

2nd " 24.85 " 72.12

IN ADDITION TO THE ABOVE MAIL STEAMERS

INTERMEDIATE (NON-TRANSHIPMENT) STEAMERS WILL LEAVE FOR

## LONDON

CARRYING 1st and 2nd SALOON PASSENGERS AT REDUCED RATES.

PROPOSED SAILINGS:

STEAMERS	Leave	Due
	HONGKONG	LONDON
NUBIA	about	about
SUMATRA	April 3	May 17
NAMUR	April 17	May 31
PALAWAN	May 1	June 14
BORNEO	May 15	June 28
SYRIA	May 29	July 12
NORSE	June 12	July 26
	June 26	August 10

These Steamers call also at SINGAPORE, PENANG, COLOMBO, and at MARSEILLES

FARES TO LONDON:

1st SALOON £68.0 SINGLE £22.10 RETURN.

2nd " 23.10 " 57.4

For further Particulars, apply to—

E. A. HEWETT,

SUPERINTENDENT.

1936



